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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	7.40	9.15	10.30	11.40	12.00	1.15	2.30	3.45
Yamat	7.50	9.25	10.40	11.50	12.10	1.25	2.40	3.55
Shatin	8.00	9.35	10.50	12.00	12.20	1.35	2.50	4.05
Taipei	8.10	9.45	11.00	12.10	12.30	1.45	3.00	4.15
Taipei Market	8.20	9.55	11.10	12.20	12.40	1.55	3.10	4.25
Fanning	8.30	10.05	11.20	12.30	12.50	2.05	3.20	4.35
Shungau	8.40	10.15	11.30	12.40	13.00	2.15	3.30	4.45
Shumshan	8.50	10.25	11.40	12.50	13.10	2.25	3.40	4.55

SHA TAU KOK BRANCH.

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshan	7.30	8.45	10.00	11.10	11.30	1.45	3.00	4.15
Shungau	7.40	8.55	10.10	11.20	11.40	1.55	3.10	4.25
Fanning	7.50	9.05	10.20	11.30	11.50	2.05	3.20	4.35
Shatin	8.00	9.15	10.30	11.40	12.00	2.15	3.30	4.45
Taipei	8.10	9.25	10.40	11.50	12.10	2.25	3.40	4.55
Yamat	8.20	9.35	10.50	12.00	12.20	2.35	3.50	5.05
Kowloon	8.30	9.45	11.00	12.10	12.30	2.45	4.00	5.15

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from
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OF THE URINARY SYSTEM.

CUSTOMERS' RIGHT TO COMPLAIN.

SHOP DECLARATION NOT A
SLANDER.

JUDGE'S RULING.

A customer has a right to complain to
a trader concerning the quality of the
goods sold to him, whether there are
people in the shop or not.

This was the legal axiom laid down
by Mr. Justice McCardie in the King's
Bench Division, during the hearing of
the case in which Mr. William Donovan,
a butcher, of Grove Park-road, Chiswick,

sued Mr. J. P. Wright, a retired bank
cashier, of Spencer-road, Chiswick, for
slander.

Mr. Donovan sold a joint of beef as
English to Miss Wright, daughter of
Mr. Wright. Later, it was alleged, Mr.
Wright came to the shop, and in the
presence of customers declared that the
meat was foreign chilled, that he had
witnessed to prove it, and that he should
prosecute. Mr. Wright pleaded privilege.

The jury found for Mr. Wright but
added that no aspersion was cast on the
reputation of Mr. Donovan, a view with
which Mr. Justice McCardie concurred.

Rights of Customers.

Mr. Justice McCardie, summing up,
said Mr. Wright relied on the plea of
privilege. If a man believed that he had
a good cause of complaint against a
tradesman, then it was right to complain.
Not only was it right that a customer
should complain, but it was his duty to
do so in order that the purity and well-
being of the trade might be maintained.

The jury had to consider whether Mr.
Wright acted in such a way as entitled
him to rely on the plea of privilege. It
was in his interest, and in the public in-
terest that he should return to the shop
and tell Mr. Donovan what was passing
through his mind—that the meat was not
English, but foreign.

The Way of Woman.

Mr. Justice McCardie pointed out that
Mr. Wright's daughter did not complain
when she was served with the meat. It
was known to those who studied human
nature, especially the nature of women,
added his lordship, that rather than have
a dispute or row with tradesmen they
went home and told their husbands and
brothers to see the tradesmen on the spot.

The fact that there were customers in
the shop did not deprive Mr. Wright of
the right to make any complaint. A
verdict for him would not mean that the
jury were convicting Mr. Donovan of
fraudulently selling imported meat for
English, as the issue of justification had
not been raised in the case. Such a ver-
dict would simply mean that Mr. Wright
acted honestly and without malice, and
said which he believed to be true. He
held the occasion was privileged and it
was for Mr. Donovan to prove malice
against Mr. Wright.

Judgment was entered for Mr. Wright
with costs.

THE CURSE OF £500 A YEAR.

[By MAURICE WOODS.]

The most unfortunate man in the world
is he who on attaining his majority comes
in for a safe and fixed £500, or £600 a
year, with no prospect of ever receiving
any more, except by work. More men
have been ruined by this than ever were
by drink or women. The sense of
security finishes them; the exiguous
nature of the income prevents them ever
living a full life. It does not supply
enough either for pleasure or for politics.

Among many other instances, I can
think of two cases separated by 20 years
of time. My friend and contemporary at
Oxford was not a very clever man, but
he was quite sufficiently hardworking,
like the small Sussex county squires and
solicitors, from whose stock he sprang.
This is proved by the fact that though
not a natural "examinee," he took a
second in law—a profession for which he
had an inherited aptitude.

He also possessed a natural turn for
mechanics, and was one of the earliest
undergraduate motorists. He was the
kind of person who loved grubbing in
the entrails of a car and emerging black-
ened and oily—which has always struck
me as a peculiar taste.

Either the law or the motor industry
would have given him a really good in-
come and a competent if not a distin-
guished career. But he had £500 a year.
He was not absolutely compelled to work
for a living and he was as fond of amu-
sing himself as most young men are. He
had a competence and two tastes, and
after that his life became a see-saw. He
was articles as a solicitor and tired.
He became a partner in a small motor
works, did well, and lost interest. Then
he returned to his first love and was
called as a barrister when he was nearly
forty.

(Continued on next column.)

BOY PREACHER ON MODERN BOYS.

VOLUNTEER'S FIRST SERMON
SURPRISES A VILLAGE.

ELOQUENT ENGINEER.

SONNING-ON-THAMES.

John Penchaud, a youth of 18, who left
school only a year ago to become appren-
ticed to a firm of motor engineers, has
surprised the inhabitants of this quaint
little riverside village by his success in
the pulpit, when for the first time he
conducted a complete service in the local
Non-conformist chapel.

It was his first appearance as a public
speaker in any capacity, and as he does
not look even as old as he is the villagers
seemed inclined to murmur among them-
selves when he entered the pulpit. But
the eloquent way he advanced strong
views on the failings of modern youth
promptly disarmed all criticism and
proved him to be a preacher of real
ability.

"I do not come from Sonning myself,"
the young preacher told a Press corre-
spondent. "I live in Reading, and it
was there that I heard that the minister
was ill. When I found that the church
was likely to be closed unless someone
volunteered to take the service I came
forward."

Studied the Service.

"I prepared my sermon—the first com-
position, by the way, I have ever under-
taken—in three days, and during that
time I had to study the actual service,
so that no mistakes should be made on
the evening."

"I fully expected that I should be a
failure, and when I saw quite a large
congregation, who were obviously likely
to be critical of a young boy's preach-
ing, I began to wish that I had not been
so hasty."

"As soon as I had started, however,
I found that they were quite sympathe-
tic, and the more to the doors which I
expected did not come."

"At the end quite a number of old
villagers—and they are a conservative
class—came up to me and congratulated
me. When it was all over I felt just a
little exhausted, and had a very sore
throat."

"I do not expect for a moment that I
shall take up a career in the Church."

From Nursery to River.

"I merely feel interested in Church
matters, and maintain, as I pointed out
in my sermon, that modern youth takes
too little notice of its activities."

"Instead of going to church on Sun-
day mornings, girls and boys, as soon
as they have left the restrictions of the
nursery, prefer to spend the morning
on the river or on the road."

"No, I do not come of an ecclesiastical
family. My father, who is an official of
a biscuit factory, is in the choir of our
parish church, but as far as I know has
never preached a sermon except to me in
his life."

"I do not expect the chance will ever
come again, and I shall probably remain
in an atmosphere of pipes and petrol for
some years."

"I feel gratified that people much
wiser than myself were content to listen
to me."

Any of these three pursuits would have
been successful had they been pursued
steadily. But there always lurked behind
the menace of the £500 a year. The
underlying thought was there. "I am
safe." "I can chop and change." "I
can satisfy the whim of the moment." In
very early days he said to me once, "If
you had my competence you could build
a career on it, whereas it is nothing but
a curse to me." In this he was probably
wrong, for I should not have worked
consistently either.

Then came the tragedy. After the war
he married and needed a greater income
than £500 a year. But a legal career is
hardly to be picked up by an average
man advancing into middle age—and
times are bad.

The other case I have in mind is very
different. The subject is not my contem-
porary, but some 20 years my junior. He
comes of a distinguished political family,
and is cursed with the usual kind of com-
petence. He has now left Oxford for
some years, and has tried several things
and done absolutely nothing. He is
refined, moral, and intelligent, and
possesses many of the finer qualities of
the artist. Some of his dramatic criti-
cism has been good, and if he would only
work and educate himself in life he would
have a distinguished literary career.

But the curse of the £500 a year man
is on him. He cannot live really fully or
nobly, for no one except an ascetic can
do this in the modern world on ten pounds
a week. He can be found wandering to
the East or to the West in pursuit of
archaeology or farming as fancy dictates.
He can settle to nothing, and yet he is
a fine young man just as my older friend
is one of the best of good fellows. The
moral proves the necessity of the devil
for needs must when he drives.—*Evening
Standard.*

STAGING A BATTLE FILM.

REALISTIC FIGHTING BY
YEOMANRY.

BIG BRITISH PICTURE IN THE
MAKING.

LONDON, July 5th.

History came to life most impressively
yesterday on the downs near Berkham-
sted, Hertfordshire, when Queen Boadi-
cea, with her chariots, cavalry, and wild
foot-soldiers met the Roman Governor—
General Suetonius and his troops in
battle, for the final scenes in the big
British picture "Boadicea," which the
Stoll Film Company are now producing.

The battle scenes took place on the
exact site of the actual historical con-
flict. Conditions were perfect: a blaze
of sunlight poured down on the shining
armour of the Roman infantry, and the
vivid blues, saffrons, and crimsons of
the cavalry's cloaks as Suetonius rode
through the long grass, silhouetted
against the bluest of skies, to address
his troops before action.

Crowd of Spectators.

Towards afternoon, when the battle
took place, the heat was intense. A
small army of directors, assistant direc-
tors, cameramen, and other technical
assistants shouted and ran here and
there. A surprisingly large crowd of
spectators, marshalled well out of sight
of the cameras, lined the top of the sur-
rounding downs.

Among the spectators was a large num-
ber of children who had been sent by a
visiting inspector of schools to watch
the battle in their lesson hours as an
educational occasion.

After necessary rehearsals, the real
work of photographing the full-affray
began.

The Romans held the head of a deer
valley, massed in formation, while the
attacking British, seeking to terrify the
enemy before the engagement, sent their
wild charioteers and sword-brandishing
horsemen out through their shock-head-
ed, yelling infantry to shout imprecations
and threats at the phlegmatic Romans.

Women in Battle.

So secure were they of victory that a
body of British women, who seemed to
have a good idea of hand-to-hand fighting
themselves, following their men, shriek-
ing encouragement.

But with the Roman front ranks a
solid wedge behind their shields, their
second ranks hurling a cloud of spears
from behind, and the relentless forward
movement of the whole Roman army the
Britons were forced slowly back.

Chariots and horsemen retreated, in-
fantry gave way, despite the efforts of
their Druid leader, and soon the valley
was filled with the cries of the flying
Britons, the clatter of Roman armour,
and the hoof-beats of Roman cavalry as
they chased the defeated Britons off the
field, quickly deserted of all but the dead
and dying.

The military bearing and tractability
of the big masses of actors participat-
ing in this extremely impressive and ex-
citing spectacle was accounted for by the
fact that the Hertfordshire Yeomanry,
who have just completed their annual
summer training in camp near by, had
volunteered in hundreds, with their
officers, to act for the film. They ac-
quitted themselves magnificently.

The rest of the "troops"—Britons
and Romans—were ex-Servicemen, with,
of course, the exception of the principal
actors—Miss Phyllis Neilson-Terry, a
commanding Queen, had, as a matter of
fact, died before she fought her last
battle, as her big poison scene had been
photographed the day before in the
neighbouring woods.

"REFANED" SPEAKERS.

Mr. St. John Ervine, the dramatic
critic, speaking at Hull Musical Festival,
said he was pleased to find that in the
north of England there were not so many
so-called "refaned" (refined) speakers
as in the south.

The reason why many people would not
go to church was because clergymen
would not speak in an ordinary tone of
voice.

Most of them spoke in a "refaned"
way. Dean Inge was the worst offender
he knew.

If he were the Archbishop of Canter-
bury he would unfrock all ministers who
spoke in a "refaned" way and would
not ordain any persons unless they spoke
the English language correctly and
distinctly.

"Yes," said the tall man, "I have had
many disappointments, but none stands
out like the one that came to me when
I was a boy."

"Some terrible shock that fixed itself
indelibly in your memory, I suppose?"
"Exactly," said the tall man. "I had
crawled under a tent to see the circus,
and I discovered it was a revival meet-
ing."

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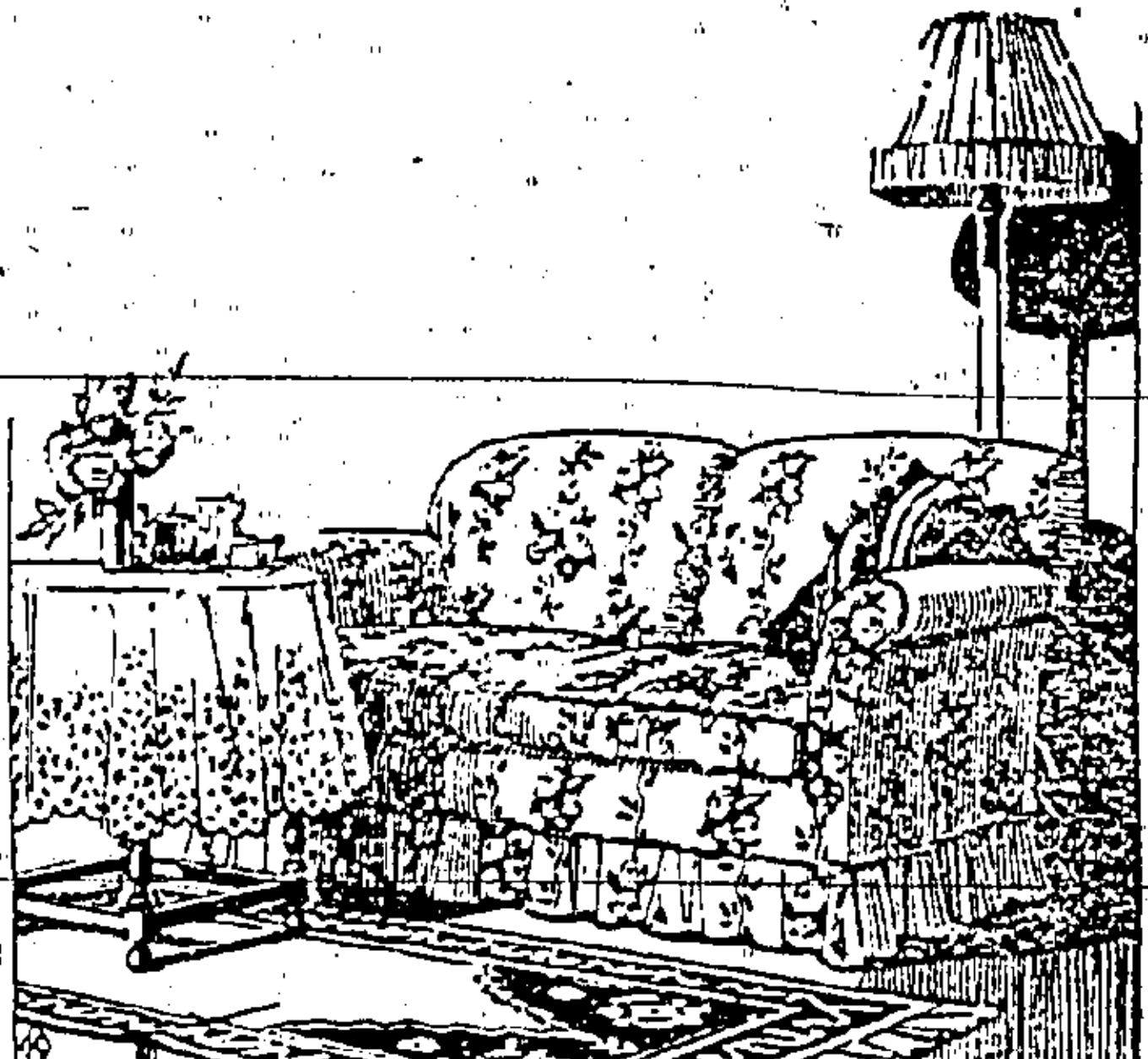
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GOLF AT DEEP WATER BAY.

THE COLONY'S "PICNIC"
COURSE.

WHY THE LADIES LIKE IT.

(Contributed.)

"Tis a sad heart that never rejoices." Critics say that the English take their pleasures sadly. The only sad folk on the Deep Water Bay golf course are those who are waiting for their turn at the first tee. Even those are not really sad. They always grumble—but that is just because it is the correct thing to do. It is a method of opening conversation. The conventional way in England is to pass a remark about the weather. At Deep Water Bay the convention is to say "Hullo! Jones. Course is too crowded to-day. Your turn next." That breaks the ice. Jones explains that it is not his turn next, although he has been waiting for a half an hour. It is therefore appropriate to suggest that there is ample time for a drink. If Jones accepts, it all helps to pay for the maintenance of the Fanling courses.

IN THE OLD DAYS

In those happy days of ten years ago, when the reputed population of the Colony was half that of to-day, there was no motor road out to Deep Water Bay. Some of us would walk over the gap from Happy Valley and others would take that perfect walk from the Peak down Black's Links and through the woods to the golf course that is by the sea. Even now that walk is to be recommended.

There are some days in life that stand out in one's memory as super-days. One of the pictures that will never fade from the minds of some of us had its background a pool in the stream that runs into the valley at Deep Water Bay. We had had a picnic tiffin and there had been plenty of fun during the feed. Then the prettiest girl in the gay party said that she must wash her fingers in the pool. Two rosy-cheeked kiddies, just returned from England, immediately jumped up to go with her. She knelt on a big stone to show them how they might see their faces reflected in the water. Did she know, by instinct, what a charming picture she and the children together with the woods and the pool would make? Anyhow she became engaged to one of the handsome "lads" of the party before the end of a month.

We played eighteen holes of golf—we were the only party on the course that day. Then we went off in a sampan to a launch which was waiting for us in the Bay. We splashed and swam and ate the usual enormous tea. As the launch carried us past some of the gorgeous scenery between Aberdeen and Green Island the heroine of the episode at the pool was looking pensively at the wonderful sunset. The lucky man who is now her husband was looking pensively at the lady. It was an easy ten dollars that was won after dinner that night. The other fellow who lost had not seen the lady glance at her victim before she gazed so thoughtfully at the sunset. He thought it was Robinson she wanted—and he lost his money.

IN THESE DAYS.

It was also fashionable, in "the good old days" to ride a pony to Deep Water Bay. In these days some of the more adventurous "lads" of the Mounted Infantry do it. His Excellency, Sir Cecil Clementi, and family are often to be seen riding out near the golf course. The usual practice, however, is to go to and fro by motor-car.

On a Saturday or Sunday afternoon you will see a crowd of cars in the parking space. Everything from the "super-six" of the taipan to the cycle and side-car of the humble assistant. It is, now-a-days, practically the only method of transport to Deep Water Bay. From time to time a launch may be seen swinging at anchor, but coal is dear and you are independent of the weather in a modern car.

The Club-house has been enlarged and the dressing rooms improved. The ladies tell us confidentially that there is still room for improvement, and no doubt they will secure it in time.

Mixed foursomes are popular. We hang about around the first tee and we notice that the ladies are invariably too modest to drive off before the crowd. The men do their best. The stream and the wood on the left have an unholy attraction for golf balls. A swarm of caddies rush, like vultures intent on prey, to find the ball. You ought to pay five cents, but invariably you pay ten to the retriever.

[Alas! the horrid storm obliterated the first hole. It will be many weeks before it is in use again.]

We amble round the course, greeting acquaintances as we pass them and sometimes playing the wrong ball. The ladies tell us that Mrs. Blank has recently bobbed her hair; or that she has her skirt too long to be fashionable or too short to be "quite nice." It is useless for a mere man to attempt to defend Mrs. Blank by suggesting that the skirt has shrunk in the rain or the wash or that some other lady wears one that is still more "bobbed." It finally transpires that it is not the skirt that is wrong, but Mrs. Blank's anatomy.

(Continued on next column.)

HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY MAJ. R. MELVILLE SMITH, M.B.E.,
ADMINISTRATIVE COMMANDANT.]

No. 237.

1.—CASUALS.

Musketry Part I. will be fired at Stonecutters Range on Sunday, August 8th, 1926.

Range Officer: Captain D. C. Logan, M.C.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform optional, but rifles, bayonets, belts, and pouches must be taken.

Arms: Will be drawn from Corps Headquarters on Friday, August 6th, 1926, between 9 a.m. and noon, or 2 and 4 p.m., or 5 and 8 p.m., and on Saturday, August 7th, 1926, between 9 a.m. and 1 p.m.

Members must fire on the above date to qualify for efficiency.

2.—SAND TABLE SCHEME.

A Tactical Scheme will be held under the direction of Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., on the Sand Table at Volunteer Headquarters on Monday, August 9th, 1926, at 6 p.m.

Subject: Defence in Mobile Warfare. It is hoped that as many Officers and N.C.O.'s as possible will attend.

3.—RIFLES.

Many members of the Corps are at present keeping their rifles in their own possession. This practice is contrary to regulations.

Members are reminded that all rifles when not in use must be kept at Corps Headquarters, if the Armouries at Taikoo and Kowloon Docks are closed.

Those members of the Corps now in possession of rifles must return them to Corps Headquarters without delay.

4.—MOUNTED INFANTRY CO.

Mounted Parades at M.I. Stables at 5.30 p.m. on the following dates:—Thursdays, August 5th and 12th.

5.—ARMoured CAR CO.

Parade at Volunteer Headquarters on Monday, August 9th, 1926, at 5.30 p.m. Vickers Gun Instruction under C.S.M. Hancock.

Drivers as detailed.

6.—MEDICAL UNIT.

A shortly demonstration of the evacuation of casualties during and after an action will be given after each of the Sand Table Schemes. All members of the Medical Unit are requested to attend if possible.

7.—APPOINTMENTS.

The following appointments will take effect from August 2nd, 1926:—

MOUNTED INFANTRY COMPANY.

No. 512 Pte. E. S. C. Brooks to be Lance-Corporal.

No. 535 Pte. J. B. Milne, to be Lance-Corporal.

8.—REVERSION.

No. 408 A-Sergt. R. D. Read, Mounted Infantry Company, is permitted to revert to the ranks of Private at his own request, as from August 3rd, 1926.

9.—TRANSFER.

No. 408 Pte. R. D. Read, Mounted Infantry Company, is permitted to transfer to the Armoured Car Company, as from August 3rd, 1926.

10.—RESIGNATIONS.

The following are permitted to resign from the Corps:—

No. 700 Spr. A. C. Ward, Engineer Co., dated July 8th, 1926.

No. 471 Spr. A. J. Manton, Engineer Co., dated July 17th, 1926.

No. 291 Pte. T. G. Paterson, Res. Sect. Section, dated July 11th, 1926.

11.—STUCK OFF.

The following are struck off the strength of the Corps:—

No. 534 Lce.-Corpl. T. Pyburn, No. 3 Platoon.

No. 729 Pte. N. B. Mahomed, No. 4 Platoon.

G. E. SWINTON, Capt., Adjutant, H.K.V.D.C.

Hongkong, August 6th, 1926.

NOTICE.

PROMENADE CONCERT.

There will be a Band Night at Volunteer Parade Ground at 8.15 p.m. on Friday, August 6th, 1926, by the Band of the East Surrey Regiment.

Tickets: 31 each are obtainable at Volunteer Headquarters and Anderson Music Co.

At the fourth tee there is always adventure ahead. If you get the ball over the stream you may "pull" it into the woods. "Sorry partner," you say. "Not at all," is the reply you get unless you happen to be playing with your wife.

If it rains the foursome can play bridge in the spacious verandah of the Club-house. Rain or fine you can always bathe in the sea and have a shower bath afterwards. Then "Heigh ho!" for the cherry brandy! You may get more gossip than golf but your creature comforts are looked after. Perhaps that is why the ladies like D.W.B.

Tired and happy, you pack yourselves into the car. You can easily run up to the Peak or to the Star Ferry in about twenty minutes. You have had a delightful picnic and a little golf. You have not made a toil of your pleasure. Let those who want to do that sort of thing go to Fanling.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

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HONGKONG.

J a v a

Where Portuguese, English and
Dutch in turn Struggled for Mastery,

has been since the 16th century, a Magnet attracting
from Europe all who sought Trade, Adventure or Gain.

To-day it is rapidly becoming known as one of the Gems of the
Pacific—The Pearl of the Orient—and attracts Tourists and Visitors
from all parts of the world.

To those seeking relief from the
oppressive and trying local summer,
there is no place which holds
forth such a pleasing prospect of
complete change of surroundings,
of scenery and of climate.

8 days to Batavia, a short journey
then takes the traveller to the
Highlands, where all the trials of heat
and humidity are forgotten in a
temperate climate unsurpassed in
any tropical country.

Big Game shooting

Wonderful ancient Temples

Motor tours through magnificent scenery

Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail
direct to Batavia, or to Sourabaya via Macassar, and give the
traveller the added charm of a sea voyage through Calm and
Tropic Seas under Ideal Conditions.

S.S. "TJISONDARI" August 12th. S.S. "TJIMANOEK" August 20th.

The Return Fare to Batavia from Hongkong is \$300.

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[L.P.E.]

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Length on Blocks 750 Feet.

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SILL (H.W.O.S.T.) 24 ft. 6 ins.

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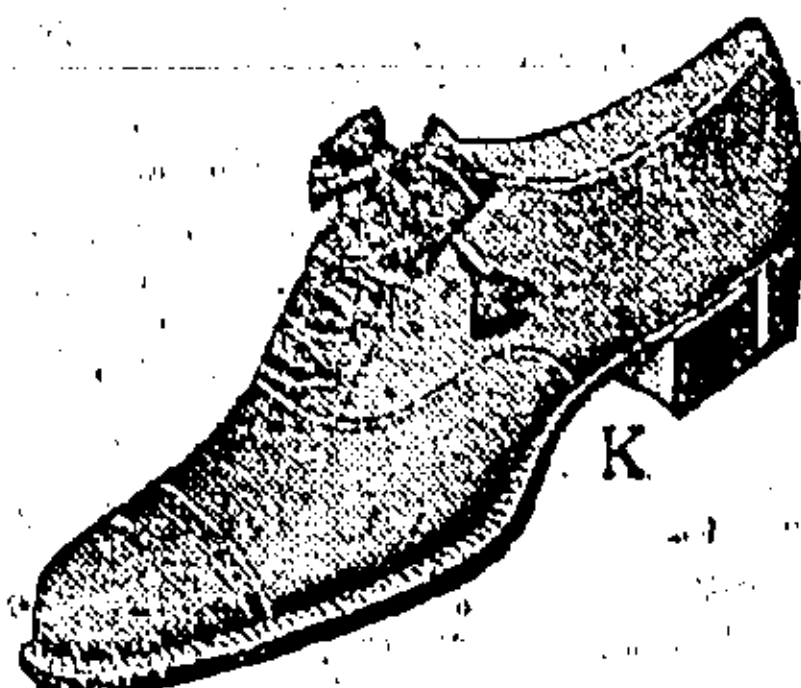
CABLE FLAG: "O" OVER "ASA. PENHANT."

[61]

Shoes that need
no "Breaking in"

Always distrust the assurance that "it's sure to ease a bit in wear." Shoes that pinch across the toes are going to harm your feet before they "ease a bit." There's no need to go to the other extreme and put up with sloppy fitting shoes, either. Ask for K shoes, "Plus" fitting.

There is a K model to fit your foot exactly. In between the usual stock sizes and fittings are shoes with mixed fittings. For instance, you can get a K shoe with a 3 fitting heel and a 4 fitting fore-part. Result: Neat, close fitting heels and plenty of room for the toes—right from the first day.



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It is here, there and everywhere.



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The jolliest and most dependable companions for the picnic party.
It will also satisfy your musical taste and be a pride and a delight to you

CALL AND SELECT YOUR FAVOURITE FROM
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LEAST COST!!!

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HALF PRICE.

In order to make room for New Goods coming forward we are clearing our present Stock of Table Decorations and Artificial Flowers for decoration purposes at

HALF PRICE.

This is a Splendid Opportunity to secure your party novelties at a Low Rate.

BARGAINS IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

ARCHITECT'S FEES.

MR. CROUCHER SUED BY
MR. BOURNE.

ACTION OVER HOUSE PLANS.

LENGTHY COURT PROCEEDINGS.

"Give me a chance, and I'll show you what I can do," were, according to Mr. N. V. A. Croucher, broker, of Messrs. Benjamin & Potts, the words used to him by Mr. H. H. Bourne, an architect, of Prince's Building, when they were discussing the building of a house at Wanchai Gap. The house was to be built for Mr. Croucher, and a design was made by the architect. Although plans were made, the house was not built, and Mr. Croucher refused to pay the architect's fee demanded by Mr. Bourne.

As a result, Mr. Bourne sued Mr. Croucher for \$800, before Mr. Justice Wood at the Summary Court yesterday. Mr. H. C. Macnamara represented plaintiff, and Mr. M. M. Watson, defendant.

AN INADEQUATE OFFER.

In opening, Mr. Macnamara said that defendant had paid \$150 into court, but plaintiff was unable to accept it as it was totally inadequate. In June last year Mr. Croucher contemplated building a house on an eminence near Wanchai Gap, and had bought a plot of land from the Government for that purpose. On July 28th, Mr. Croucher detailed his requirements, and instructed Mr. Bourne to draw up a preliminary sketch plan. On August 6th, the parties met again. Mr. Bourne had drawn up two plans, one house being estimated at \$80,000, and the other at \$50,000. Mr. Croucher chose the \$80,000 house, although he thought the figure was rather more than he wished to pay. He took the plan away with him, and had retained it up to the present time.

MR. CROUCHER'S DOUBT.

In the following month, Mr. Croucher told Mr. Bourne that he doubted whether he would authorise the building to go on at once, but instructed him to make out the working drawings of the plans.

Letters between the parties were read, the first being from Mr. Bourne to Mr. Croucher following the last interview. Mr. Bourne said he would proceed at once with the drawing and specifications and would submit further sketch drawings of plans and elevation before the work was too far advanced. On completion he would give an estimate of cost. The architect's fees would be 5 per cent. of the estimated cost of building and an additional 2 per cent. when everything was ready for the building to proceed.

In his reply the following day, Mr. Croucher said that he and Mrs. Croucher had been talking the matter over and they had decided that it would be better to wait a little longer before definitely committing themselves to the building. Mr. Potts would be returning from England shortly, and it was possible that any plans previously made might be upset. The letter stated that it was Mr. Croucher's intention to build, but he preferred to see his way clear first.

"A PIECE OF PAPER."

Mr. Bourne did not take further action, continued Mr. Macnamara, until February of this year, when he endeavoured to come to an arrangement, whereby he might be paid for work already done.

On February 4th, he had an interview with Mr. Croucher in the course of which the latter was of opinion that in dealing with professional work of this kind very little has been done. All that he (Mr. Croucher) had received was a "piece of paper." Mr. Croucher did not at that interview seem to realise that the "piece of paper" represented the devotion of a great deal of thought in preparation, commented Mr. Macnamara.

This brought them practically to the end of the story. The rest of the negotiations, he was sorry to say, being simply endeavours on the part of Mr. Bourne to obtain what he considered his rightful fees and "various evasions" on Mr. Croucher's part with regard to paying. He practically said at first that he could pay nothing but he afterwards offered \$150 which was refused.

A letter subsequently written to Mr. Croucher by Mr. Bourne in which he suggested Mr. Croucher paying \$100 a month until the total charges were defrayed was referred to.

Mr. Macnamara, concluded by saying that the fees charged were in accordance with the scale laid down by the Royal Institute of British Architects. His client could hardly put this forward as binding but it gave his Lordship, an inkling as to what a reasonable charge was.

"A REASONABLE CHARGE."

Mr. Colbourne Little was called by plaintiffs with regard to what were reasonable charges for the work in question. Witness, who has been a Fellow of the R.I.B.A. since 1907 and engaged in professional and architectural work in the Colony for 20 years, was asked what would be the probable cost of a house

of the type indicated in the plan in question. He replied that it depended on the locality but that it could hardly be put up under \$80,000. Asked whether it would be possible to erect it for \$30,000 witness replied that it would be impossible.

Asked what was his opinion with regard to the 14 per cent. charge for architect's fees for abandoned work, witness said that it was in his opinion a reasonable, proper and usual one. I was a quarter of the usual scale of charges for work which was actually put in hand.

Witness was further asked if the plan submitted could in fact be called a sketch design. His reply was that a sketch design should, strictly, contain the height of rooms, a section through the building and a sketch showing the type of elevation. But so long as it was sufficient for the architect himself to arrive at these figures then it was a sketch design.

In answer to another question witness said that the sketch design need not necessarily show the depth of foundation. Conditions varied slightly in a place like Hongkong. The position of the site might not be decided when a sketch plan was produced here.

Mr. Watson commented that the R.I.B.A. provided for approximate cost by "cubic measurement or otherwise." Witness could not on the plan which had been submitted by Mr. Bourne, approximate the cubic contents.

Witness replied that he could and he had no doubt but that the architect when he prepared the plan could also approximate it.

On being asked whether he would have charged \$900 for similar work, witness replied that it was an unfair question. He added that he thought the charge reasonable in view of the fact that considerable time must have been spent in thinking it out.

Mr. Bourne gave evidence, as outlined by his solicitor.

MR. CROUCHER'S EVIDENCE.

Mr. Croucher stated in evidence that for the purpose of building a house he had bought a plot of land on Mount Cameron. He was later approached by Mr. Bourne who offered to erect a house for him. He told Mr. Bourne in July that the house should not cost more than between \$30,000 and \$35,000.

At a second interview, Mr. Bourne produced a plan of the proposed house. Nothing was said about the actual price then, Mr. Bourne remarking that owing to the strike, he did not know what it would actually cost. He mentioned the price for the first time to witness sometime in September. He then said that the house might cost about \$60,000.

NO INSTRUCTIONS.

Witness had replied that he had no intention of spending \$60,000, and that \$40,000 was the most he was prepared to pay. Witness had not given him any instructions to go ahead. He had refused to do so because Mr. Bourne had not given him a definite price.

Cross-examined by Mr. Macnamara, Mr. Croucher said he had heard Mr. Little say in evidence that the house would cost \$90,000.

His Lordship, interrupting, said Mr. Little had based his figures on certain heights, somewhat different from those estimated by Mr. Bourne. Two architects had given him the same figures, and although *prima facie* they were the same, they would have to be estimated proportionally.

ALLEGED CHANGE OF FRONT.

Further questioned by Mr. Macnamara, Mr. Croucher agreed that on September 18th Mr. Bourne wrote to him suggesting going ahead with the plans which had been prepared.

Mr. Macnamara: You never said anything at all when he asked you to return the sketch of the plan. You merely said that owing to your private circumstances you were not building then.—I did not return the plan, because I must have overlooked it.

Your letter does not convey any of the defences which your solicitors raise now. Can you explain it?—I told Mr. Bourne verbally.

Mr. Macnamara explained to His Lordship that in his reply to Mr. Bourne on that occasion, witness had not repudiated anything which Mr. Bourne claimed to have done for him.

Witness further, stated in reply to Mr. Macnamara, that when he had decided to build he asked for a house for \$40,000.

You did not say that in your letter.—Neither did Mr. Bourne say in that letter anything about \$60,000. I told him that as he was certain regarding the cost, I would not have it built.

On being referred to another letter, Mr. Croucher agreed that he had not replied to it.

"DONE NOTHING."

Mr. Macnamara: Would it not have been reasonable for you as a business man to have replied that you wanted a house for \$40,000, and as he had prepared plans for a \$60,000 house, you could not accept it?—Mr. Bourne asked for something on account on his plans, and I told him he had done nothing. I said I would give him \$100 and nothing more.

When you received a letter taxing you with a debt of \$800, why did you not reply to it?—I told him verbally.

How much have you spent on the ground where you intended building your house?—\$5,300, and I pay taxes.

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We can supply you with a perfect Claret and a delicious White Wine.

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PER BOTTLE—\$ 1.20

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MY WINE WHITE

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Give us a Trial.

MAGASIN GENERAL.

WORTH \$50.

If you could pay over \$5,000 on land, you could pay \$500 architect's fees. You knew Mr. Bourne would be satisfied.—I took that plan to Leigh & Orange, and they said it was worth \$50.

His Lordship (to witness): Did you not think you were under some obligation by getting Mr. Bourne's plans in August and keeping them until the present time?—Perhaps I was, but he submitted plans to me which were not used.

You kept them a long time.—Yes, but when he showed the plans to me, I said "I like them very much," but he could not estimate the cost. Mr. Bourne said to me "Give me a chance, and I'll show you what I can do."

Replying to another question put by his Lordship, Mr. Croucher said that he had never given Mr. Bourne instructions to draw up the plans.

WAS IT A TENDER?

Mr. Watson said that his Lordship would have to find from the evidence whether the plans were given to Mr. Croucher in the nature of a tender.

His Lordship remarked that they had been kept for twelve months.

Mr. Watson replied that had they been asked for, Mr. Croucher would have returned them.

His Lordship: But Mr. Bourne did ask for their return by letter.

Mr. Watson replied that Mr. Croucher had then certainly overlooked it. He was more concerned with Mr. Bourne claiming such a large fee.

ICE HOUSE STREET "UPSIDE DOWN."

Continuing, Mr. Watson said that at the time the strike was on, and Ice House Street was rather "upside down," Mr. Croucher had something else to think about. The design had been drawn on a piece of paper. At that time, Mr. Bourne left the P.W.D. and went around to get something to do. All he could say when he saw Mr. Croucher was: "Give me a chance, and I will show you what I can do."

That was as far as any contract had been entered into between the parties, added Mr. Watson. He further contended that Mr. Bourne's claim for remuneration was unreasonable. It was even contrary to the rules of the R.I.B.A., which, however, were not applicable to the case. Mr. Little had come to Court prepared to say that it was covered by these rules, but had agreed that it was not so. Moreover, directly the plan was put to him, he said that it was not a sketch design.

ABSOLUTELY UNREASONABLE

Mr. Bourne had said he had spent a week's work on that. If his fees were so high, he would be earning \$4,000. That would be absolutely unreasonable. One hundred and fifty dollars would be ample remuneration for the work.

Mr. Macnamara said he depended mostly on the letters which had passed between the parties. Mr. Bourne had made his case clear all along. It was a perfectly good design, and Mr. Little had agreed that it was so. Mr. Little was an independent witness. When the defendant had refused to pay plaintiff, the latter had suggested arbitration, and to leave it to Mr. Little.

CHEAPER DECISION.

Mr. Watson: We objected to it because the arbitration fee would cost \$500, and we decided to come before your Lordship, because it was cheaper. (Laughter.)

Continuing, Mr. Macnamara said that professional charges, such as doctors' and dentists' were always considered to be high.

Mr. Watson: And lawyers?

Mr. Macnamara: Oh, lawyers, they are proverbially so. (Laughter.)

In conclusion, Mr. Macnamara submitted that not until the case had come to Court, had Mr. Croucher said that what passed between him and Mr. Bourne were merely tentative offers.

His Lordship reserved judgment.

NIGHT TENNIS IN HONGKONG.

BALL ALWAYS IN SIGHT.

EFFECTIVE LIGHTING.

To test the possibilities of the illuminated court, which was installed last week at the Queen's Gardens, a representative of the *Daily Press*, who has considerable experience in the game, had a try out, by courtesy of, and with Mr. E. L. Dovey, the Hon. Secretary and two other members.

Our representative partnered Mr. O'Connor and played Mr. Dovey and Mr. Hill two sets. He found that tennis at night is as easy as during the day, with the exception that judgment regarding the flight of the ball is harder. The ball was never lost sight of and he could follow it well even in close and fast net play. The only defect was that the ball did not appear so discernible between the net and baseline, but, with improvement in the placement of the lights, this could be remedied. The players had the same feeling of confidence in their strokes and in their movements about the court as during day time. The black background formed a perfect screen for the tennis balls.

Mr. Dovey stated that the idea originated among the members and that it was not imported or hinted to them. He and his fellow members deserve the congratulations of the tennis public.

TENNIS—LEAGUE.

K.C.C. TEAMS FOR TO-MORROW.

The following will represent the K.C.C. to-morrow, at 4.30 p.m.:—"A" team v. C.R.C.—S. E. Green and E. C. Fincher; Thomas Lay and N. Trambitzky; C. E. Millard and E. F. Fincher.

"C" team v. Hongkong C.C.—R. E. Lindsell and E. Abraham; A. Lecot and C. H. Atkins; D. J. Furves and A. J. Pederson.

INTERPORT TENNIS.

TIENTSIN, SHANGHAI AND WASEDA UNIVERSITY.

Shanghai and the Waseda University, Japan are sending tennis teams to Tientsin to meet the local players.

Tientsin have chosen Mr. O. D. Rasmussen, Mr. J. S. McEachran and Mr. Omar Rumjahn to represent them in the singles and Messrs. Rasmussen and McEachran and Messrs. Omar and Mr. Rumjahn to represent them in the doubles. The selections were made after all of the clubs, and all of the match play material in Tientsin had been thoroughly combed by the Tournaments Committee, through the medium of a series of trial matches which has been going on day after day for the past ten days under the close supervision of Mr. A. Morse, chairman, and the members of the committee.

The choice that gave the committee the greatest amount of trouble was the selection of the second doubles pair, and the honour was won by the Rumjahn brothers, says the *North China Star*, in one of the finest exhibitions of tennis that has been seen in Tientsin for many a day.

AUSTRALIANS AT BIRMINGHAM.

PONSFORD HAS ANOTHER CENTURY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 4th.

Warwickshire were in the field all day against the Australians at Birmingham, and when stumps were drawn the visitors had hit up 417 runs for the loss of eight wickets.

Favourable weather attracted fifteen thousand spectators, and the wicket was good and on the hard side.

H. L. Collins appeared as captain and he won the toss.

W. H. Ponsford was the leading Australian scorer. He hit up 144 before being defeated. W. M. Woodfull scored 51.

THE ARMY ORDER
AGAINST STRIKES.

NO EFFECT ON PRINTERS.

OFFICIAL BULLETINS NOW
STOPPED.NEW HIGHWAY TO BE
CONSTRUCTED.

[FROM OUR CHINESE CORRESPONDENT.]

The recent order of the Kuomintang Army Commander-in-Chief prohibiting strikes of workers in essential services does not seem to have had much effect. Now the printers in the propaganda section of Army Headquarters itself have gone on strike as a protest against non-payment of wages due. They are also demanding increased pay in future. Since August 3rd the Kuomintang Propaganda Bureau has suspended the issue of its daily bulletin.

Three Canton newspapers have now decided definitely to close down and not to bother further with negotiations with the printers. The Kuomintang has again offered to mediate with an idea of securing the republication of the Canton journals. It is also asking the postmen to resume work and promises to take upon itself the responsibility of seeing that the postmen's demands are properly considered within the next two months.

THE LABOUR WAR.

The "war" between the two great labour divisions—the Kuomintang Workers' Delegate Conference and the Central Labour Union—shows no sign of relaxing. On August 3rd the Workers' Conference, which is regarded as the extremist organisation, took nearly fifty of their opponents into custody and lodged them in prison at the Workers' Headquarters.

NEW HIGHWAY.

The Political Committee of the Kuomintang has decided in favour of the recommendation of the Kwangtung Public Highway Commission to build a public road from Shuiwan to Pingshek at a cost of \$600,000. The funds are to be raised by a surtax on the traffic of the three principal railway lines in Kwangtung.

CHIEF AIDE-DE-CAMP.

Mr. Wong Wai Lung, formerly a "boy" at the home of the late Dr. Sun Yat Sen, assumed his new title of Colonel on August 2nd, when he became the Chief Aide-de-Camp to the Kuomintang Chairman. Mr. Wong was first attached to Dr. Sun when the latter was a political exile in the United States.

CANTON AND MACAO.

Kuomintang agents sent to Chinsan last week to co-operate with the Strike Committee pickets there have decided, according to report, to limit still further the freedom of traffic between Chinese territory and Macao. If the advice of the Kuomintang Club in Chinsan and that of the Strike Committee is followed there will be no more tow-boats to and from Macao after August 22nd and the Wanchai water boats will cease supplying the residents of Macao.

CHIANG KAI-SHEK'S PROGRAMME

Kuomintang reports say that General Chiang Kai-shek will devote his whole attention first to the attack on Wuchang, leaving the suppression of counter-revolutionaries in Kiangsi and Fukien until later on.

AEROPLANES FOR HUNAN.

AMMUNITION AND MONEY FROM
SUN CHUAN FANG.

(Asiatic News Service.)

PEKING, July 30th.

At the request of Marshal Wu Pei Fu, General Chang Hsueh Liang has ordered the chief of the air force of the Mukden Army to dispatch four aeroplanes to Hankow for the use of the military expedition into Hunan, especially for scouting.

At the same time, a Nanking despatch indicates that Marshal Sun Chuan Fang has sent 200,000 rounds of ammunition from the Kiangnan Arsenal and \$400,000 to General Chao Heng Ti at Yochow. But so far, Marshal Sun declines to despatch any troops to Hunan under the pretext that he must look after Southern Kiangsi against any possible invasion by the Kuomintang.

THE BOYCOTT.

PROSPECTS OF SETTLEMENT.

OPINION IN SHANGHAI.

CANTON PROPOSALS TO BE
REVISED.

(Asiatic News Service.)

SHANGHAI, July 27th.

Kuomintang circles here declare that the prospects for a settlement of the Hongkong-Canton dispute are still favourable.

The counter-proposals put forward by the British side have provided material for very serious discussion in Chinese business and official circles. The proposals at first appeared to some to be attractive, but a closer examination of them has caused serious doubts to arise as to the benefits that would accrue to Kwangtung if they put into effect.

The loan of \$10,000,000 for the development of the Whampoa Port, is stated to be totally inadequate for the purpose of reconstructing the port so as to enable large ocean-going steamers to use it. With the sum offered, it would be possible to make the port fit only to accommodate minor vessels and consequently it would serve merely as a subsidiary port to Hongkong.

With regard to the condition attached to the granting of the loan, that a loop line be constructed to link up the Kowloon-Canton railway with the Canton-Hankow line, it is feared that the Whampoa insufficiently developed, the linking up of these two lines would result in goods from the interior being transported direct to Kowloon, thus depriving Canton of a considerable amount of shipping trade every year.

SHANGHAI, July 28th.

According to a Canton message, Mr. Eugene Chen and Mr. Sung are revising the original demands of the Canton administration regarding the settlement of the labour and boycott troubles so that it is expected that an agreement will be reached in the not distant future.

Mr. Eugene Chen says that the demands will be revised in such a way as not to be incompatible with the dignity and prestige of the British Empire as a leading commercial power in the Far East. It is believed that this conciliatory attitude of Canton towards Hongkong is connected with Hunan developments with a view to reducing the number of enemies.

WU'S CALMNESS.

ATTITUDE TOWARD ALL NEWS
THE SAME.

"GENTLE AND TOLERANT."

PEKING, July 27th.

An interesting picture of Marshal Wu Pei Fu remaining completely calm and unperturbed in the midst of manifold worries and distractions is told by one who has been in close touch with the Marshal during the past weeks.

He spends his day quietly in the neighbourhood of his special train on a siding at Changhsien. Perfect floods of telegrams are reaching him daily and over these he spends innumerable hours. Hours are also spent with his secretaries dictating replies to politicians, office-chasers and, more important, military leaders.

His attitude toward all news is the same. Whether telegrams announce victories or report calamities, his facial composure is never altered. In the face of all the reports about the rebellion of Tien Wei Chin's troops and the mutiny in the regiments under General Chia, his calm was never even slightly discomposed. He gives out the impression of complete assurance. Time alone is required, it would seem to those who watch him, to unravel all the tangled knots in the complex military and political situation and bring victory to his army. In his attitude toward all the persons about him he is gentle and tolerant.

He is constantly in consultation with the Shantung and Fengtien officers about the Nankow situation and has modestly allowed the high command on this front to go to others.

He shows high interest in reports on the Hunan situation and is trying, by telegram, to induce Chao Heng Ti to assume chief command of the forces that will attack Tang Sheng Chi's troops.

Reports that Wu personally will go to Hankow are denied at Changhsien.—Chung Mei.

The Shanghai Arsenal is working at full pressure just now to meet the needs of the "Allied Army" as they are likely to develop in the Upper Yangtze Valley. Orders have been issued that the factory is to turn out at least 30 Maxim guns a month and 600 rifles, to say nothing of large quantities of munitions and small field pieces.

EDUCATION IN CHIHLI.

DEPLORABLE CONDITION IN
PEIYANG UNIVERSITY.FOREIGN TEACHERS WITHOUT
PAY.

FUNDS DEVOTED TO CIVIL WAR.

(Asiatic News Service.)

PEKING, July 30th.

Most of the middle schools and colleges in Chihli province have been closed for lack of funds, which have been devoted to the support of the civil war. The condition of the well-known Peiyang University at Hsiku is deplorable, and the pay of the Chinese staff is 18 months in arrears.

There are about a dozen foreign professors, who are also three months behind in their pay. Several of them, whose contracts expired at the end of June, have been awaiting the issue of the arrears of their pay and the travelling expenses as provided for in their contracts.

The President of the University, Mr. Liu Ching-hua, has failed to meet the obligations, and has been obliged to tender his resignation to the Shenchang at Tientsin. In his letter of resignation he states that soon after his appointment he felt it was impossible to make both ends meet. He thanks his fellow professors for their hearty co-operation "amidst shells and bullets and yet without pay." He expresses regret that no funds are forthcoming but points out the necessity of paying the foreign staff and providing the travelling expenses for those whose contracts have expired. "They are not accustomed to work without pay," he adds, "and will surely present their claims through their Consuls, who will certainly insist upon the payment. Thus the authorities will only make themselves a laughingstock."

THE "KONG NING."

MOTOR SHIP SOLD.

FETCHES LOW FIGURE.

The motor-ship *Kong Ning*, which was sold by order of the mortgagees at Messrs. Lammet Brothers auction rooms, Duddell Street, yesterday afternoon, was knocked down for a very low figure, for a vessel that was built only seven years ago.

There was a good attendance when the sale opened. The upset price was \$40,000. Beyond one bid of \$500, however, there was no further advance in the price, and the vessel was eventually knocked down to Mr. Wu Hai Tong for \$40,500.

For some time past the *Kong Ning* has been lying off Sham Shui Po in the Harbour. She is a British ship registered in Hongkong and of 461.32 registered tonnage. Her dimensions are as under:—

Length: 170 feet and 8 tenths; Extreme Breadth: 32 feet and 9 tenths; Depth: 9 feet.

The ship was formerly on the West River run and is fairly new being built in 1919.

She is fitted with two sets of motor engines described in the register as direct acting in vertical and of internal combustion. The horse power of the engine is 430 and the vessel is registered with a speed of 9 knots.

The ship is fitted with good passenger accommodations and is eminently suitable for passenger service between Hongkong and West River Ports.

AN OBSERVANT INSPECTOR.

HOW A CHAUFFEUR'S DODGE
FAILED.

A traffic officer's memory has resulted in frustrating a Chinese who was trying to obtain a motor car-driver's licence by making a secret of his past.

The man had, in the usual course, informed Sergeant Baker that he had not held a licence before and was being tested as to his fitness when Sub-Inspector Alexander recognised him as a driver whose licence had been cancelled in 1922 for reckless driving.

When charged before Major C. Willson, at the Central Magistracy yesterday morning with failing to inform the police that his licence had been cancelled when applying for a new one, the man denied that he was questioned on this point. This plea failed to satisfy his Worship, who imposed a fine of \$25.

THE CINEMAS.

"EXCUSE ME" AT THE
"QUEEN'S."

There opened yesterday at the Queen's Theatre, where it will be shown again to-day and to-morrow, "Excuse Me," a comedy enacted in a Pullman car. "Excuse Me" was a famous stage farce by Rupert Hughes, and this indefatigable worker adapted his play and supervised its production for the Metro-Goldwyn-Mayer organisation.

"Excuse Me" is a swift, joyous farce, capably acted by an excellent cast. Norma Shearer plays Marjorie Newton, a society girl who is persuaded by her fiancé, Harry Mallory (Conrad Nagel), to take a chance of finding a minister on the train, so that she can accompany him as his wife to his new naval post in the Philippines.

The difficulty of finding the minister forms the centre of the amusing plot, but other interesting trouble and trouble-makers enter. One of the latter is Francis, an old friend of Harry, played by Renee Adoree, who is running away from her husband. She plans to fool any detectives who may be around by having Harry pose as her husband. Her precious child tells him "papa" just as Marjorie comes on them.

Bert Roach appears as a bibulous travelling salesman, and his acting is really funny. Walter Hiers is also amusing in the role of the long-suffering and over-curious porter. Others in the cast include William V. Mong, John Boles, Edith Yorke, and Eugene Cameron.

Other items in an extremely attractive programme are a musical number by the Queen's Septette, and an extra-special "Our Gang" comedy entitled "The By Show," in which these talented youngsters put on a home-made movie impersonating Chaplin, Lloyd, Hart, Mary Pickford and others.

TWO PICTURES AT THE STAR.

Commencing yesterday and showing again to-day and to-morrow, there are two attractive pictures at the Star Theatre.

These are "The Empty Cradle" and "Trumpet Island." The former picture is a screen adaptation of Leota Morgan's novel "Cheating Wives," and the story is a highly dramatic study of present-day social and domestic conditions.

"Trumpet Island" is what might be called a trilogy of love, in which a blase society girl takes a trip in an aeroplane to commit a spectacular suicide, but when the machine is wrecked she falls on a privately owned island and meets the man of dreams, who has adopted this retreat as his home, because he, too, wishes to get away "from the artificialities of life among the money mob."

THE WORLD THEATRE.

At the World Theatre there is being shown, again to-day and to-morrow, the dramatic event of the season. Lilian Gish in "The White Sister." The picture is a very beautiful photoplay, very well worth seeing.

MURA SHIPOFF COMPANY.

BENEFIT PERFORMANCE AT
SEAMEN'S INSTITUTE.

A special benefit performance, arranged for Miss Mura Shipoff, the clever dance artiste and her Art Ballet Company, was given at the Seamen's Institute, Praya East, last night. The entertainment, which chiefly consisted of a selection of the best dances from Miss Shipoff's extensive repertoire, and also Russian dances by her brother and dance partner, Mr. Koka Shipoff, was thoroughly enjoyed.

Miss Mura Shipoff received enthusiastic ovations for all her contributions. The other artistes were also well received and much appreciated.

Local talent also assisted at the entertainment. The Misses Andrews daughters of Mr. S. Andrews of the Naval Dockyard, accompanied Miss Shipoff in her dances, and also rendered special selections at the piano.

The entertainment was under the patronage of the Rev. G. T. Waldegrave, Chaplain and Secretary of the Seamen's Institute, and both he and Mr. G. H. Sellwood, the manager of the Institute, did their utmost to make the performance a success.

To-morrow night Miss Shipoff and her company, who are hoping to leave the Colony for Manila early next week, are giving two or three turns at the open-air concert, which has been arranged by the Kowloon Cricket Club.

THE PROGRAMME.

The programme presented at last night's entertainment was as under:—

1. Overture, Misses Andrews and Mr. Villanor, Trio-Orchestra.
2. Dance of Love, ex ballet "Coppelia," Music by Leo Delibes, Mr. Koka Shipoff, Miss Mura.
3. Fascination Dance, Music by A. Lehar, Mr. Koka Shipoff.
4. Cello solo, New selections, Mr. George Surmi.
5. Old Russian National Dance, Miss Shumskaya and Mr. Shipoff.
6. The Dying Swan, Music by Saint-Saens (by special request), Miss Mura Shipoff.
7. Cello solo, Mr. George Surmi.
8. The Fisherman and the Pearl, music by C. Bohm, Miss Mura and Mr. Koka Shipoff.
9. Valse Fantasia, music by A. Lehar, Miss Mura and Mr. Koka Shipoff.
10. Interlude, Misses Andrews and Mr. Villanor, Trio-Orchestra.
11. Barcarole, music by P. Tschaikowsky, Miss Mura and Mr. Koka Shipoff.
12. Nocturne, music by F. Chopin, Miss Mura and Mr. Koka Shipoff.

(Continued at foot of next column.)

YOU CAN'T AFFORD

TO MISS THE

GENUINE BARGAINS

AT

LANE, CRAWFORD'S
GREAT REMOVAL SALE.

PRACTISE TRUE ECONOMY.

OBTAIN THE GOODS YOU REQUIRE FOR THE PRESENT AND COMING SEASON DURING THIS SALE.

IT WILL PAY YOU TO HELP US MOVE.

ACME
Commodity and Phrase
CODE

COMPILED BY A. C. MEISENBACH.

This Code consists of 100,000 5-letter Code Ciphers with at least 2-letter difference between each and every word. Time being the essence of all cabling, freedom from error, insures the maximum benefit from any interchange of messages. Using the ACME CODE, Maximum Safety is assured.

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RECORD ALBUMS
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TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.

HONGKONG



13. Cello solo, Mr. George Surmi.
14. Ukrainian Dance, Miss Shumskaya and Mr. Shipoff.
15. (Special) Matlot—the Sailors Hornpipe Dance, Miss Mura Shipoff.
16. Musical Selections, Misses Andrews and Mr. Villanor.
17. Scenes of Spanish life and Spanish Dances, all four members of the company.

INTIMATIONS.

HONGKONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 50 Cents Per Share has been Declared Payable on **THURSDAY, 26th AUGUST** Next, on and after which Date Dividend Warrants may be obtained upon Application at the Registered Office of the Company, CANAL ROAD EAST, Bowington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from **FRIDAY, 13th AUGUST, to THURSDAY, 26th AUGUST, 1926**, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

26th July, 1926. [3819]

FRANCIS GLASS, Deceased.

PERSONS having Claims against the Estate of the above named Deceased late of THE HONGKONG ELECTRIC CO. LTD., who died on the 31st day of JULY 1926, are Requested to forward the same as soon as possible to the Underigned.

JOHNSON, STOKES & MASTER,
[3846] Prince's Building.



WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.O. R.A.S.C. HEADQUARTERS OFFICES, Victoria Barracks, Hongkong, until 12 o'clock Noon on the DATES stated, for the unmentioned Services for a Period of SIX MONTHS From the 1st OCTOBER 1926:-

Fuel—18th August, 1926.
Indian Supplies—21st August, 1926.
General Supplies 'A'—23rd August, 1926.
General Supplies 'B'—23rd August, 1926.
Meat, Fresh or Frozen, and live goats—25th August, 1926.
Fragrances—25th August, 1926.
Hotel Supplies—27th August, 1926.

Tender Forms and necessary Information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M. Daily except Sundays. [3850]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAMSHUIPO in the Colony of Hongkong and registered at the Land Office as **NEW KOWLOON INLAND LOT No. 949**, Together with Three Buildings thereon in course of construction at CHEUNG SHA WAN ROAD.

Annual Crown Rent: \$32.00.
Area: 3,240 square feet or thereabouts.

By **MR. E. V. M. R. DE SOUSA**, Auctioneer.

THE CHINA AUCTION ROOMS, 4, DUNDALL STREET, HONGKONG.

WEDNESDAY, THE 11TH DAY OF AUGUST, 1926, AT 3 O'CLOCK P.M.

For Further Particulars and Conditions of Sale, Apply to—
Messrs. GEO. K. HALL BRUTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road, OR TO

MR. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, DUNDALL STREET,
Dated the 25th day of July 1926. [3822]

FOR RENT—16, ASHLEY ROAD, Kowloon, Central, near Star Theatre. Six Rooms, Verandah, Two Open Air Roofs, Small Yard; Immediate Tenancy. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [133]

MESSRS. KOMOR & KOMOR.

ART & CUMMO EXPERTS.

TEMPORARILY REMOVED

TO

ST GEORGE'S BUILDING.

CHATER ROAD, 2ND FLOOR—LIFT—

All are Cordially Invited to View our FINE COLLECTION. [113]

FOR TENANCY—"ANCHORAGE," No. 9, MAGALINE GAP ROAD—3275; Furnished. HOUSE near GLENVIEW HOTEL, Nine Rooms—\$400. "DEBBINGTON," Nine Rooms, Two Tennis Courts—\$450 plus Taxes. Ground Floor FLATS, Canton Road, near KINGSCROSS—\$115. Houses & Flats also Required. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [101]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.

[3845]

FOR TENANCY, New Mid-level FLATS, Furnished. HOUSE near GLENVIEW HOTEL, Nine Rooms—\$400. "DEBBINGTON," Nine Rooms, Two Tennis Courts—\$450 plus Taxes. Ground Floor FLATS, Canton Road, near KINGSCROSS—\$115. Houses & Flats also Required. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [101]

TO LET.

GROUND FLOOR OFFICES near Kowloon Ferry.

Apply to—
Box No. 3313,
c/o Hongkong Daily Press.

[3812]

FOR TENANCY—CONVENT ROAD, SEVEN ROOMS, Drawing, Dining and Card-room, Four Bathrooms, Tennis Court, Use of Flower and Vegetable Garden and Garage—\$400—Unfurnished; \$450—Furnished plus Taxes. Flats Wanted. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630.

INTIMATIONS.

W. & A. GILBEY'S

"SPEY ROYAL"

SCOTCH WHISKY.

THE CHOICEST and

OLDEST procurable.

Messrs. W. & A. GILBEY, LTD.,

being the proprietors of Three Highland Distilleries are in a

position second to none to supply

the finest possible Scotch Whisky.

"SPEY ROYAL" Scotch Whisky

has been matured for many years

in their own Excise Bonded

Warehouse, and has been special-

ly stored in Sherry Casks.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

[50]

DEATH.

WED.—On July 28th, at Sea, buried at Singapore, VIOLET E. WEBB, dearly beloved wife of J. V. WEBB, Shanghai.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 6TH, 1926.

MOTOR TRAFFIC.

The alarming increase of accidents shown by the latest statistics from Shanghai, invites attention to conditions prevailing in Hongkong. A prominent commercial man ten years ago was asked to take over an agency for motor-cars here, and he refused because, in his opinion, there was no likelihood of much development of the motor-car business in the Colony. There was no road round the island then, and the existing roads were as congested as they well could be.

One has only to be in Shanghai a very short time to realise that the life of the pedestrian there is not a happy one. He is very liable, unless he is alert, to suffer in life or limb. The motor is a continual menace to his existence. We have not in Hongkong reached such an impasse, but things are tending that way. A golf club imposes restrictions on membership when there is danger of overcrowding but not so the governing authorities of a town with regard to motor traffic. Licences are issued on the assumption that the capacity of the roads is unlimited and, of course, any other policy would put an unwarrantable restraint on trade. It is obvious, however, with the reduced cost of cars, and the consequent increased demand, that steps will have to be taken to adjust roads to modern conditions.

When the steam locomotive was introduced, special highways had to be constructed for them, yet the motorist who frequently travels faster than the locomotive has been allowed to encroach on the pedestrians right of way and finally suppress it altogether. Here, even in the precincts of the city, the roads were never meant for fast moving traffic. There are few side walks, and where they exist they are so crowded that it is always necessary to resort to the roadway to make reasonable progress.

The Chinese, being an extremely prolific race, overflow on to the streets in a manner not known in Europe. A deserted street is not a characteristic of an Eastern city in the normal hours of the day. The Chinese have not the traffic sense of the Westerner. It used to be considered very ill-mannered, unseemly and undignified among Chinese to run or hurry for anything—a tradition not yet extinct—nor is he generally alert enough nor sufficiently agile to get quickly out of the way. In his own city, the streets are so narrow, that in order to advance through them, it is necessary to "walk in single file," this is done with the full and sure conviction that no danger will ensue, for nothing speedier than a human being is likely to come that way. The bewilderment of such countrymen—and there must always be some of these in the coastal towns—must be very great. Probably before such a Chinese realises that he has no right to the centre of the road he is knocked down. Whatever happens to him, he certainly is a hindrance to the motorist, for all his training tends to make him think that the individual pedestrian is the most important thing on the road.

It would be interesting, also, to know whether there is a larger proportion of deaf among the Chinese than among other peoples. The motorist, of course, thinks that an enormous number of them must be stone deaf, judging by the noise he has to make before they hear his horn. Is it possible that the probing of the ear, practised by the barber with his crude instruments after the hair cutting, is productive of much serious ear trouble. The driver who wants to get along is primarily concerned with getting along quickly. He is therefore not likely to be kindly disposed to those who obstruct his progress, and anyone who impedes him or imperils the safety of the car by stepping unwarily on the road is treated with scant courtesy.

But even if the Chinese were not so woefully lacking in traffic sense, the danger of motor congestion would still be greater in Hongkong than elsewhere for there cannot be much more than forty or fifty miles of road in which to distribute that traffic. Had it not been for the set back caused by the boycott, there is little doubt that the past year would have seen an enormous increase in motor-car development. That development is only postponed, and the time is soon coming when here as well as in Shanghai the people will have to realise that they cannot afford to be both careless and careless.

Mr. T. A. van den Kolk, chief officer of the s.s. *Tjikini*, has reported to the police that someone entered his cabin and stole 53 guilders.

On July 29th the maximum temperature taken in the Cathedral Compound, Shanghai, was 101 degrees. On July 30th it was 101.5 degrees.

Three Chinese were each fined \$100 at the Kowloon Magistracy yesterday, for possession of 338 sticks of dynamite, 400 capsules and four fuses. The dynamite was found on a junk off North Point.

At the Central Magistracy yesterday, a Chinese workman at the Naval Yard was sentenced to one month's hard labour for stealing two pieces of lead-covered cable. The pieces were found hidden in his trousers.

The demonstration in occult science by Professor Langner, which should have taken place at the City Hall yesterday evening, was cancelled, as the Professor was indisposed. The demonstration will probably take place next week.

A Chinese cyclist, alleged to have collided with two rickshas, causing an amah to be thrown out, and injuring a ricksha coolie who had to be taken to hospital, was remanded at the Central Magistracy yesterday on a charge of reckless riding. Mr. Ho Kom Tong, who was in one of the rickshas, also had a narrow escape from being precipitated into the roadway.

The s.s. *President Lincoln* (Dollar Line) arrived yesterday from San Francisco via Honolulu, Japan, ports and Shanghai, she carried 21 first-class European passengers, 311 first-class Asiatic and 386 third-class Asiatic passengers. Among the passengers disembarking at Hongkong were Mr. Stanley A. Martindale, of Shanghai, and Mrs. Tse Fong.

For the theft of several shrubs, which he uprooted from a plot in the old Botanical Gardens, a Chinese was sentenced to three weeks' hard labour by Major C. Willson at the Central Police Court yesterday. In reply to the Magistrate the prosecuting police officer said that the inducement was the medicinal value which is supposed by the Chinese to be present in the plants.

The case in which five Chinese are charged with holding-up three Chinese girls, near the railway bridge at Hung-hom, and stealing a pair of bangles from one, was concluded at the Kowloon Magistracy yesterday afternoon. Mr. J. H. B. Nihill committing the defendants for trial at the Criminal Sessions. The first defendant was also committed for trial on a charge of receiving stolen property. Mr. W. B. Hind appeared for his defence.

Just over 200 bags of mail from U.S.A., Honolulu, Japan and Shanghai were landed from the s.s. *President Lincoln* yesterday morning. The P. & O. s.s. *Kalyan*, with Home and Europe mail via Suez, which was originally due yesterday, was delayed in arrival here and is now due to arrive this morning at nine o'clock. The s.s. *Delta* is also due from Shanghai with mail from that port and also letters from the United Kingdom and Europe via Siberia. The steamer will bring 14 bags of Home mail.

We learn from the *San Francisco Chronicle* that Major-General Sir Charles Herbert Powell, K.C.B., veteran of the British Army, who was Staff Officer in China, 1900-1, was injured by a taxicab almost immediately upon his arrival at San Francisco. Travelling with the general from Shanghai, were Mr. and Mrs. E. F. Bothwell, local residents en route to England. Mr. Bothwell who is with the well-known local architects, Messrs. Palmer & Turner, left Shanghai, on May 27th, with his wife on Home leave.

THE MAIL DEPARTMENT.

RECORD NUMBER OF BAGS HANDLED IN JULY.

Complaint has been made regarding the delay in the delivery of newspapers arriving in Hongkong on Saturday and received on Monday morning.

The reason for this delay was that the mail department staff of the Post Office had to prepare for an outward mail to Europe on the day in question as well as two inward Europe mails, besides other smaller ways, both outward and inward. In addition, a matter of 200 men also had to be paid, as it was the end of the month.

The present staff at the Post Office is quite sufficient in normal times, but it should be borne in mind that a large number of the clerical and outdoor staff comprise men who have been engaged since the strike, and who, while doing their best, are as yet comparatively new to the work, compared with the older hands. This necessarily incurs more supervision.

During July the number of bags of mail received here was a record for one month, the figure being over 21,000.

Extensive use is at present being made of the Siberian route for transportation of mails, particularly with regard to the despatch of newspapers and periodicals from Europe to Hongkong. The quantity sent from here via the above route is much less. The opening up of the Tientsin-Pukow railway enabling mail for North China and Europe via Siberia to be forwarded to Harbin by the rail route has enabled the local authorities to make more regular and reliable connections in Shanghai.

RANDOM REFLECTIONS.

The election of Dr. Koch to serve on the Legislative Council is a 'break in routine.' Lawyers are very useful on the Council for the purpose of criticising the form in which legal enactments are drafted and because they are, by training, able to think on their feet, but they lack that intimate touch with social problems that doctors acquire in the course of their labours. Dr. Koch's election indicates a desire on behalf of the electorate to focus attention on domestic problems and make the Colony a land fit for the ordinary folk of Hongkong, who are all heroes, to live in. It was time that fresh blood should be infused into the Council. Dr. Koch being a medical man ought to be able to perform that operation successfully.

Mr. Lester's generous benefactions to Shanghai, so liberal as to be without precedent, ought to do much to create a better feeling between the Chinese and the British in that city, for a large portion of the money is intended to benefit the Chinese community. It is an excellent gesture, all the more praiseworthy, because it was voluntary and spontaneous, and obviously inspired by a genuine affection for the people among whom he spent so many years of his life. A man can afford to be despised the first thirty years of his life for being mean, and envied the next thirty for being rich, provided he wins the admiration of all by such an intelligent disposal of his wealth, as has occurred in the case of Mr. Lester. Deserving Institutions seeking financial support would do well to print off copies of his will and distribute them, *pour encourager les autres*.

A certain individual, a victim of the boycott, who had laboured up and down the Peak for four or five days, had endured the fog for six or seven months, had been scared out of his wits by the lightning display and been without a proper bath for six days, on being told that the storm damage would cost at least a million dollars to repair remarked with feeling that it wasn't worth it. He intimated that he would not give eighteen pence for the whole island. The recent storm seems to have depressed a good many of our local residents and, I understand, that there are dozens who, while waiting for the next typhoon, are assiduously studying the Book of Job, feeling that the hand of the Lord is heavy upon us.

It is always pleasing to know that supernumeraries suffer from the same human frailties that afflict ordinary mortals. It is said that Botved, the famous Danish flying man, who passed through Hongkong recently after making the hazardous journey by air from Copenhagen, was quite upset by the journey in the Peak Tram. He simply could not bear the nervous strain of seeing May Road houses defy the laws of gravity and appear at such peculiar angles. It is a fact, of course, that there are several people in the Colony who cannot stand the mental strain involved by this journey, and were it not for the motor road they would have no alternative but to walk down or live below. On the other hand it is difficult for those who have had this experience and have got over it to recall the impression of the first journey. A first experience can be extraordinarily vivid and intense, as for example a first dive or a medical nurse's first operation. It may be a pleasant or an unpleasant experience but when the "novelty," if it may be so expressed, has been worn out by constant repetition it is quite impossible to recapture the exact sensations of the original ordeal. If Mr. Botved had persisted it is probable he would have ended up by reading his newspaper on his Peak tram journey utterly oblivious of freak bridges and air pressure in the ear drums.

The Pratas Shoal which has just been included in the wireless chain lies more or less on the route to Manila and therefore on the high road of typhoons. There is a coral reef, which forms the lagoon and on which at low tide it is possible to walk provided there is a small boat handy to jump into when the tide is rising, for it does so rather quickly. Samples of coral which have been brought back are very beautiful and indicate that this substance ought to be a useful means of supplementing the income of those who are stationed on the island. The seaweed found there is also a valuable product for from it is derived iodine which, since the war, has become so important in medical work. It is not only an antiseptic but is also now introduced in ordinary food preparations—salt chocolate, etc. It has some effect on the thyroid gland, so the experts tell us. Santonin, too, it is believed, may be obtainable from the seaweed of the Pratas; but that remains to be proved. Pearls have been found but not in quantities that would justify investment of capital in the industry.

(Continued on next column.)

LOCAL WILL.

FORMER KOWLOON HEAD-MISTRESS.

Miss Catherine Ann Ferguson, formerly headmistress of the Diocesan Girls' School, Kowloon, who died on July 7th, 1925, in Glasgow, left estate in Hongkong amounting to \$10,800. Her English estate was valued at £253.10.

Resealing of the letters of administration have been granted here to Mr. G. W. Tinson, the lawfully appointed attorney of deceased's brother, Mr. J. H. Ferguson, of Barrow-in-Furness, England, the sole beneficiary.

THE QUALITY OF MERCY.

KOWLOON MAGISTRATE'S HUMANE DECISION.

STORY OF A CHASE BY NIGHT.

"I have no hesitation in convicting you as a rogue and a vagabond, but as I think you have already suffered enough, I have decided to bind you over in the sum of \$30 for six months."

So said Mr. J. H. B. Nihill, the Kowloon Magistrate, yesterday, to an earth coolie, charged with being "a rogue and a vagabond."

The defendant had been in hospital for a month and a half, suffering from a broken arm, caused by his falling into a nullah. According to the prosecution, it happened when he was being chased by some watchmen at Messrs. Trollope and Coll's Company's works at Shek Li Piu, when he was running away with a plank.

Two previous convictions for tree-cutting were produced in substantiation of the charge brought against him.

In his defence, he said that he had lost his way and on passing the contractor's works he was attacked by the watchman, who fractured his arm. The defendant denied that he fell into a nullah.

CIGARETTE-SMUGGLING RIFE.

QUANTITIES BEING BROUGHT FROM MACAO.

Recently we reported that a Chinese had been arrested for smuggling cigarettes into the Colony from Macao.

The smuggling of cigarettes, in quantities varying from a few hundred to thousands, from the Portuguese Colony to Hongkong is very rife among the Chinese at the present time and it is causing a considerable amount of work and trouble to both Police and Revenue Officers engaged on search duties on the wharves at which the steamers from Macao tie up.

A Chinese who disembarked from the s.s. *Taishan* on Tuesday was arrested. When searched 200 cigarettes were found on him, and when he subsequently appeared at the Central Magistracy, he was sentenced to fourteen days' hard labour, without the option of a fine.

British-made cigarettes, such as "Three Castles," "Capstan," etc., can be purchased in Macao for less than in Hongkong, as they are admitted duty free to the Portuguese Colony. Thus there is a great temptation to Chinese to purchase small or large quantities according to the facilities at their disposal, smuggle them into Hongkong, and dispose of them to street hawkers.

The Japanese, as is well known, have exploited the islands in the past and for a time had possession of them, but since the establishment of the wireless station by the Chinese they have relinquished all claims to sovereignty though their boats still get what they can in the season. The shoal is extremely difficult to find and, being found, more difficult to approach. The first Chinese who settled there were forgotten by the authorities and perished. A second group, appointed to look after the wireless station which was then very defective, suffered severely from beri-beri. It is to be hoped that a better fate will be meted out to the present officials, of whom there are about thirty, all well housed in concrete structures which are guaranteed to resist even the most violent typhoon. They are provided this time with wireless apparatus set up by Siemens of Germany, which is likely to function efficiently, so that they are not likely to lose touch with the outside world. At any rate the attention to duty of this small community is not likely to be interrupted by any emotional stresses for there is not a single woman on the island. The men are more completely shut off from such influences than the strictest order of monks confined in some inaccessible monastery on a mountain top.

RODERICK RANDOM.

ANGLO-AMERICAN RELATIONS.

DEBATE IN THE HOUSE OF COMMONS.

TRADITIONAL FRIENDSHIP.

[BRITISH WIRELESS SERVICE.]

ROOSEY, August 4th.
Among various questions raised to-day in the House of Commons was that of Anglo-American relations.
Captain Wedgwood Benn (Liberal) said it was unfortunate that the Chancellor of the Exchequer had been drawn into a controversy first with Mr. Mellon and later into a challenge with Senator Borah, on the subject of our financial relations with America. Mr. Baldwin, the present Premier, went to America and arranged to settle the British debt, not because we wanted favourable terms but because of the spirit of this country, which found a very suitable mouthpiece in Mr. Baldwin who was straightforward and business-like. That motive did not go without recognition in America, and he thought it was President Coolidge who said it was an example of the highest standard of international honour.

MISUNDERSTANDING.

In the course of the last few years the various causes of misunderstanding with the United States had been removed, notably in regard to the Irish and liquor questions. Many people in this country desired to see Britain and the United States working step by step, to relieve the needs of the world.
Commander Kenworthy (Liberal) also praised the debt settlement which Mr. Baldwin had made with the United States. It was worth making on account of its effect on our national prestige and credit.

MISREPRESENTED.

Sir Austen Chamberlain, Foreign Secretary, replying, said that "a statement was attributed to the Secretary of the American Treasury which largely misrepresented the character of our borrowing and the purposes to which it was applied. Mr. Churchill rightly thought that it was not in the interests of good relations that such misrepresentation should prevail and he, accordingly, stated the facts correctly. We borrowed the money from the United States for the purpose of the war in which they and we were engaged and we gave our promise to pay to the United States. There was no man in this country who would have decided otherwise than that promise should be honoured. The proposal of this country to wipe the slate clean of all obligations among Allied and Associated Powers did not commend itself, and we had adopted as our policy, that from our debtors we would ask only so much as would meet the payments which we would have to make ourselves. "The actual sums we are receiving or may be likely to receive will not amount to the sums which we have to pay. Be that as it may, no British Government would think it becoming to the dignity of this country or compatible with our honour to go cap-in-hand or whining, to those to whom they have undertaken obligations and ask to be excused. We made no complaint and we will discharge our obligations, but at least we would like it to be known in what manner that money was borrowed and to what purpose it was devoted."

TRADITIONAL FRIENDSHIP.

He hoped the friendship of the two great nations, and our mutual respect and regard might not be impaired by ill-tempered or injudicious public controversy, whether by speeches or writings. It was a tradition of this country, long honoured, that we should preserve most friendly relations with the United States of America. We had rejoiced in every sign we had seen of an improved feeling in the United States towards this country, and he agreed that the two measures which Mr. Wedgwood Benn had named had contributed to produce that feeling. Long might it continue.

[THROUGH REUTER'S AGENCY.]

COBBHAM REACHES AUSTRALIA.

LONDON, August 5th.
A telegram from Port Darwin states that Cobbham has arrived there.

BRITAIN'S COAL DISPUTE.

"THE BISHOPS' PROPOSALS."

DEBATE IN THE HOUSE OF COMMONS.

[BRITISH WIRELESS SERVICE.]

ROOSEY, August 4th.
Before Parliament adjourned to-day for the summer recess, Mr. Ramsay MacDonald, Labour Leader, asked what the Government was going to do in regard to the coal stoppage. He said that so far from the situation being nearer settlement to-day than it was a month ago, it was much further away from a settlement. Referring to the suggestions put forward by the representatives of the Churches, on which a vote was now being taken in various mining districts, he said he was informed that all the prospects pointed to those suggestions being accepted by the bulk of the miners. The result of the ballot would be declared on Saturday or Sunday next. If the ballot was in favour of the proposals, was the Government going to take any action to give the proposals a chance of being made the basis of negotiations?

GOVERNMENT AND THE BISHOPS' PROPOSALS.

Colonel Lane Fox, Secretary for Mines, said that as the House knew very well the Bishops' proposals were brought before the Government. There were certain fundamental objections to them and those objections had not been removed by anything which had occurred since. Nothing had happened to make these proposals more satisfactory now than when the Premier commented upon them a few days ago.

Quoting from the recent speeches made by Mr. A. J. Cook, Miners Secretary, the Minister contended that the terms of the proposed basis of settlement were unsatisfactory as they were being presented to the men in a form different from that in which they had been accepted by the Bishops. He feared that the Bishops had failed to get Mr. Cook to take a reasonable viewpoint, just as the Trades Union Congress had failed. But, if anything did come from the ballot on more favourable lines, the Government would miss no opportunity of doing their utmost to secure a genuine and complete settlement. No settlement could come, however, which did not face the economic facts. It was for the coal-owners and miners to negotiate. No one could do it for them. The Government would do everything to make that possible.

LIBERAL CRITICISM.

Mr. Lloyd George criticised the attitude of the Government. Things were getting worse week by week. So far as public opinion was concerned, the intervention of the Bishops had altered the whole position. Mr. Cook's slogan was having a disastrous effect before that intervention. But now he and Mr. Herbert Smith had gone to the country with proposals embodying what Mr. Churchill and the Coal Commission recommended, and public opinion would judge the dispute on that basis.
Sir Arthur Steel Maitland, Minister of Labour, expressed the willingness of the Government to take action as soon as there was a possibility of getting a useful result by bringing the two sides together. As soon as it looked as though mediation would be useful, they were willing and ready to take it.

[THROUGH REUTER'S AGENCY.]

LABOURITES DEFEATED.

LONDON, August 4th.
The House of Commons by 173 votes to 49 defeated a Labourite proposal to adjourn for the summer recess till August 17th instead of November 9th, in view of the coal stoppage. The Labourites contended that the situation might change within the next three weeks and the House should be in session in order to effect a peaceful settlement.

Sir Austen Chamberlain said that sixteen days of parliamentary time had been devoted to the coal discussions without powerfully contributing to the solution of the dispute which could only be ended by the parties thereto.
Thereafter, a practically empty House on the motion for adjournment, debated the Anglo-American debt settlement, the coal stoppage and other matters.

The Commons meets for brief intervals at the end of August, September and October to renew the Emergency Regulations, if the dispute is still in existence.

COAL FROM ABROAD.

Col. Lane Fox, in reply to a question in the House of Commons, mentioned that the present weekly rate of arrival of imported coal in Britain was about 600,000 tons.

"RED" HUNGARIANS.

SMARTLY DEALT WITH.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, August 5th.
A three weeks' trial, which has excited tremendous interest not merely in Hungary but throughout the world, evoking messages urging moderation in dealing with the accused from British Labourites and "internationals," has ended in a sentence upon Rakosi of 8 years, Weinberger 8 years, Oery 4 years, Goegoes and Catherine Haman 3 years' penal servitude.

All were members of the Communist group.

Rakosi was a commissary under the Bela Kun regime, and fled to Russia on the collapse of the latter. He returned later. He is now charged, with thirty-four comrades, with conspiracy to overthrow the existing regime.

The trial was marked by vigorous speeches by the accused, who pleaded that the existence of Communist parties was tolerated in all civilised countries except Hungary.

They denied that they were subsidised by Moscow.

Oery was charged with organising a Communist agitation school in Vienna, at which it is alleged that Bela Kun lectured under an assumed name.

FRENCH FINANCES.

STABILISING THE FRANC.

PARIS, August 4th.

A Bill for stabilising the franc has been issued, exempting the Banque de France from the law forbidding the purchase of national currencies at a premium. The Banque is to be entitled to issue notes which are not included in the legal limit in respect of gold coinage and foreign currencies which it purchases on the market, and the Government will maintain that sterling and dollars thus bought will form a sort of accretion to the gold reserve. Thus the note issue will not be inflated.

The Chamber's Finance Committee, after hearing M. Poincare's exposition of the Government's proposals for the creation of a sinking fund and the management of National Defence Bonds, adopted the same by 16 votes to 7.

FRANC CLOSES AT 167.

LONDON, August 4th.

French francs closed at 167 and the Belgian franc at 170½.

INDIAN CURRENCY REPORT.

ITS RECEPTION IN INDIA.

BOMBAY, August 4th.

The India Currency Report has adversely affected the Bombay Stock Exchange, particularly the Imperial Bank's fully paid shares which dropped 80 rupees. They subsequently recovered somewhat.

The Report has had a mixed reception by the press. The Nationalist *Bombay Chronicle* denounces it as "defrauding India" but on the contrary the *Times of India* says that the Report is excellent but that the Report's proposal to create a Reserve Bank of India is criticised.

Calcutta's European mercantile community welcomes the stabilisation of the rupee at eighteen pence, but on the contrary, leading Indian business men, seen by Reuter, considered this the most disappointing feature of the report.

TO STUDY U.S. INDUSTRY.

A DEPUTATION FROM AUSTRALIA.

MELBOURNE, August 4th.

Mr. Bruce has asked the employers' and employees' organisations to nominate eighteen men from each, from which the Government will select a party of eight persons to visit America to study industrial conditions.

[A message from London, on July 31st, reported the *Daily Mail* saying that the Government has decided to send a small Commission composed of leading employers' and labour workers' representatives in September to study industrial relations in the United States.]

POSTAL STRIKE AT SWATOW.

HOW FOREIGNERS GET THEIR MAIL.

GOOD WORK BY NAVAL COMMANDERS.

[THROUGH REUTER'S AGENCY.]

PEKING, August 5th.

The Canton postal strike has spread to Swatow, but the co-operation between the foreign naval commanders there is ensuring that foreigners get their letters without interruption.

Mails are brought to Swatow by gunboats and are landed by marines. On the other hand, Chinese residents are entirely cut off from outside postal communication.

EGYPTIAN COTTON.

BOLL WEEVIL RAVAGES.

CAIRO, August 4th.

The Ministry of Agriculture, in a *communiqué*, states that the area devoted to the growing of Sakellaridis cotton is nine per cent. less than it was last year. The expansion of flower is inferior in most provinces in Lower Egypt to that of last year. The ravages of the boll weevil, are more extensive and more shrubs have withered.

The inspectors have unanimously decided that it is necessary to promulgate a law limiting the area for the cultivation of cotton to one-third of the present area.

[REUTER'S AMERICAN SERVICE.]

CANADIAN GOVERNMENT AND THE DISTILLERS.

OTTAWA, August 5th.

The Government is suing a number of distillery and other firms to recover moneys alleged to be due to the Treasury in connection with Customs probe disclosures. The principal suit is against the Dominion Distillers, Limited, of Montreal, for \$700,000 in connection with the sale from bond of denatured alcohol, alleged to have been subsequently converted for beverage purposes.

THE "BAD BOY."

WHY HE MAKES A FINE MAN.

[BY JOHN BLUNT.]

Dr. Jones, Principal of the Royal Belfast Academical Institution, has been giving it as his opinion that bad boys often become famous men.

No doubt, but so, presumably, do good boys, though the famous man who has had a blameless youth is not so likely to refer to the fact as the famous man who has run wild and been a cause of anxiety. We hear much more about the one man who has reformed than about the many men who did not even backslide.

Therefore if I were a bad boy I should not be too much encouraged by the words of Dr. Jones. A really bad boy probably develops into a really bad man, for character seldom undergoes a drastic transformation, but let us ask ourselves what we mean when we speak of a bad boy.

Wrong Classification.

If we only mean a boy full of high spirits, careless of authority, and ready for adventure, then we are using the word wrongly. Such boys may cause their parents a lot of trouble and may always be getting into scrapes, but they are not necessarily bad at all. In fact, they may possess all the qualities that go to make a successful and popular man.

But if we mean by a bad boy a boy who tells lies, who is underhand, and who has all the mean faults, then I greatly doubt whether this type of boy often becomes a famous man. He may steer his way through manhood, as through boyhood, without ever getting into positive trouble, and may even be regarded as a model of law-abiding propriety, but he possesses none of the qualities that make for fame and greatness.

People use words very loosely. By "bad" in a boy one may really mean "good" for the qualities that drive a schoolmaster to despair are often the very qualities that spell success in after-life. On the other hand, they may not be, and therefore it would be wiser, I think, not to generalise.

(Continued on next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TROOPS MUTINY NEAR PEKING.

PEKING, August 5th.

The villagers travelling to the town this morning from Mentoukou brought news of a further mutiny on the part of Tien Wei-chin's troops, stationed near Chaitang. The mutineers are stated to have been suppressed this morning by the combined Shantung-Yichun troops, whose firing could be heard in Peking.

FIGHTING NEAR PEKING.

KUOMINCHUN IN RETREAT.

HANKOW, August 4th.

A telegram has been received from Military headquarters to the effect that Hankow has been captured by Allied troops and that the Kuominchun armies are in full retreat.

Marshal Wu Pei-fu is now expected to return very soon to take up the offensive against General Tang Seng-chi, which is at present at a deadlock owing to lack of sufficient control.

PIRATICAL ATTACKS.

JAPANESE DESTROYER SENT TO SWATOW.

TOKYO, August 4th.

Following on a request by the Consul at Swatow, a destroyer has been despatched from Formosa to Swatow, for the purpose of protecting Japanese shipping from piratical attacks.

DISASTROUS FLOODS IN JAPAN.

GREAT DAMAGE REPORTED.

TOKYO, August 5th.

It is reported that the heaviest rains for thirty years have resulted in disastrous floods in Northern Japan.

Rivers are overflowing, damaging thousands of acres of rice fields and farmlands, also inundating thousands of houses, especially in Akita Prefecture.

Railway services are interrupted in several places.

It is believed that there are heavy casualties, but these are not yet known.

STORY OF A CAT.

A CHINESE "DICK WHITTINGTON'S" LOSS.

BOATMAN IN CUSTODY.

A Chinese boatman, who went out to sea a few days ago, is a veritable Dick Whittington. He is very fond of his cat, which to his mind is very valuable. So much so that when he discovered, before sailing, that his pet was missing, he gave strict injunctions to a fellow-boatman to search for it, and, if successful, to keep it well until his return.

Such, in part, was the story told at the Central Magistracy yesterday by a Chinese boatman, charged with unlawful possession of a cat. Pussy was a fine animal and wore a brass collar. The police believe that it is the property of a European, and they are anxious to make further inquiries. The boatman was remanded.

The Really Bad.

The boy is father of the man and the outlines of character are discernible at an early age. The boy who is upright and plucky will probably develop into a fine man, whereas the boy who is mean and secretive will probably develop into the sort of man one avoids.

It is character, above all, that one ought to encourage in children, who, for the most part, are easily influenced by the people with whom they come in contact. It is unnecessary to worry too much about boys because their spirits are high, but one cannot worry too much about them if their ideals are low. *Daily Mail.*

CHANGSHA FLOODS.

CREATE GRAVE ANXIETY.

FOREIGNERS COMPELLED TO ABANDON HOMES.

CHANGSHA, July 3rd.

Changsha is in a ferment of excitement and anxiety owing to the unprecedented rainfall and the consequent rising of the river. The present watermark is over 40 ft. resulting in the inundation of the Bund and many of the back roads to the depth of eight or nine feet. Hundreds of Chinese are homeless and many of the foreign residents who live on the Island have had to vacate their houses. Chinese police boats are doing good work by gathering up the refugees whose houses have, in many cases, collapsed over their heads or been swept away by the angry flood. The river rushes along at a mad rate carrying down a tremendous amount of debris. Yesterday most of the roofs which showed above the water in the morning had disappeared completely by the evening.

It is too much to hope that there will be no loss of life. Sad sights are seen on every side.

SAVED FROM HOUSETOPS.

The roads present an extraordinary spectacle. Boats ply up and down, and the congestion of traffic is quite a problem. Chinese climb in and out of their houses by means of ladders. The water has driven them to their upper stories (if they are fortunate enough to have two or three storeyed houses) and even on to the roofs. It is a common sight to see people being extricated from perilous positions on housetops.

Whole families are floating about on improvised rafts endeavouring to save themselves and their belongings. The rain keeps pelting down, making the plight of the homeless even more pitiable.

The godowns and compounds of B. and S. J. M. & Co., China Merchants and the Japanese, are deeply flooded. In the cases of the two first companies, the cargo was moved to lighters, etc., under great difficulties. Foreigners crawl in and out of their office windows, for in many cases the doorways are not passable.

The food problem is yet another difficulty, and sampan and junk coolies are charging exorbitant prices for their ferry service.

HULK ADRIFT.

Last night the China Merchants hulk broke from her anchorage and commenced to drift downstream. The current is so strong that it was with some difficulty that she was made secure once more. Police boxes, fences, bathtubs, hencoops, boxes, framework of houses, chairs, wheelbarrows are but a few of the things one sees whirled past by the river. The water is still rising, but with less rapidity. The last big flood (two years ago) was considered a record; but this one has long outrecorded any (it is said) the last hundred years.

SOCONY DYKES SWEPT AWAY.

The Standard Oil Installation is having a bad time. Their dykes have been washed away and great damage is reported.

The Italian gunboat *Ermanno Carlotto* left for Hankow a few days ago and H.M.S. *Starab* has also gone and H.M.S. *Gnat* has replaced her.
Mr. Caldwell Harris, of the Standard Oil Co., has been transferred to Hankow and Mr. Nicholls has arrived to take his place. Mr. Keller, Manager of the A. P. C. will shortly leave for Chinkiang, to which port he has been transferred, and Mr. Napier is expected to relieve him. *China Press.*

THE "LUISE NIELSEN."

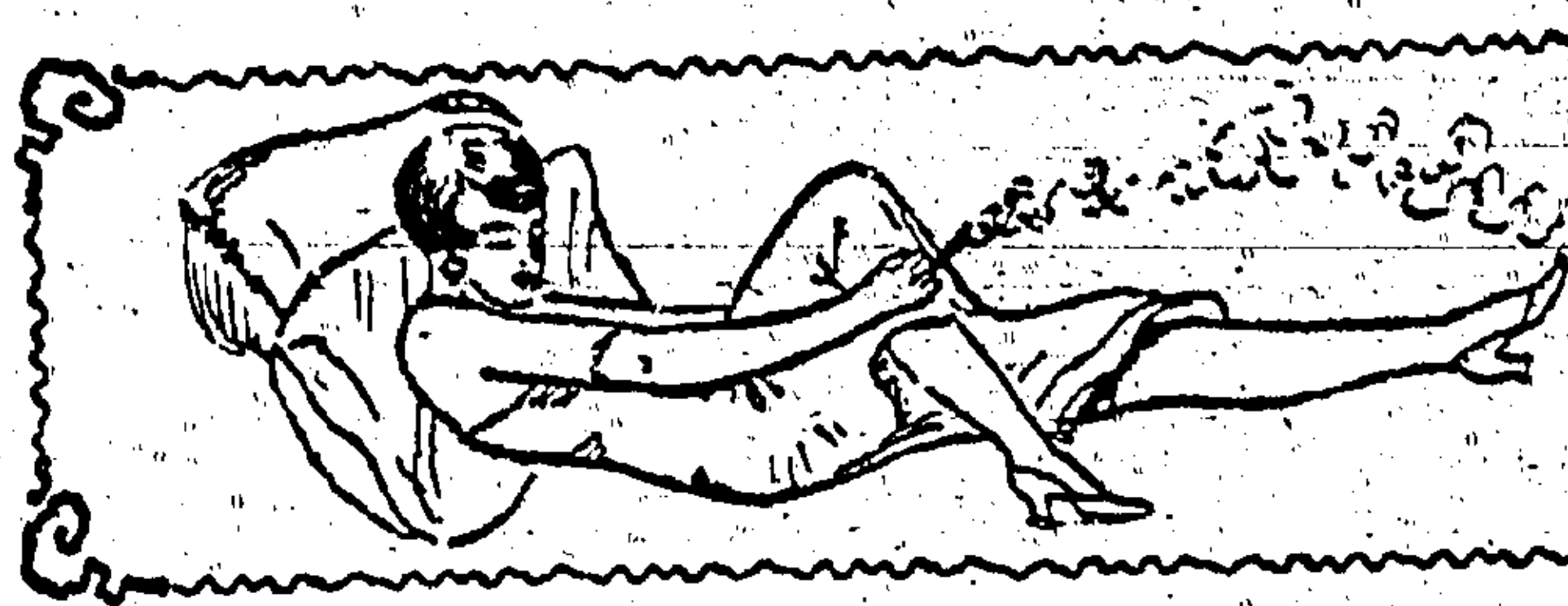
NORWEGIAN STEAMER SOLD.

The s.s. *Luise Nielsen*, a steamer of Norwegian registry, which was owned by Messrs. B. Stolt Nielsen, of Haugesund, Norway, has been sold to the Ocean Transport Company, of Kobe, Japan. It is understood that this company is closely affiliated with the Mitsui Bussan Kaisha. The *Luise Nielsen*, which has been under the command of Captain Johan Welde, was to be delivered to her new owners at Kobe yesterday.

The *Luise Nielsen* is a steamer of 4,267 net and 5,788 gross registered tons, and her under deck tonnage is 5,144 tons. Her dead-weight is about 8,000 tons, including bunkers. She is 408' 6" long, her extreme breadth is 54' and her moulded depth 27' 1". She was built in 1917 by the Skinner and Eddy Shipbuilding Corporation, of Seattle, Washington, and her engines were installed by the General Electric Co. of Schenectady, New York. She is fitted with three Scotch boilers, having a working pressure of 210 lbs. each, and is an oil-burner, fitted with a D. R. geared steam turbine. She is of 507 nominal horse-power, and makes a speed of about 11 knots per hour on a consumption of 17 tons of crude oil per day.

While the terms of the sale are private, it is understood to have been between B. Stolt Nielsen's agents of New York, and the Mitsui Bussan Kaisha, Kobe, direct.

The steamer was sent from New York to Manati, Cuba, and on her voyage from Manati to Hongkong, passed through the Panama Canal. She had fair weather until just before making Hongkong, when she struck the outer edge of the first typhoon to come close to the Colony this season.



The WOMAN'S PAGE

FASHION.

In these hot summer days the question of how to dress in the coolest way is perhaps more urgent than any others concerning our wardrobe. Our dresses should not only look cool; they must be cool.

The material that must be chosen is one which does not soil quickly and can be cleaned easily. A simple costume suitable for sports or every-day wear is illustrated on this page. It shows the effect of a jumper dress and can be worked in one piece or with a separate skirt. The material may be linen or silk of any colour. Pink with black, or green with black, would be a very effective colour combination. The embroidered design in front might be a monogram or the design of an animal, the latter in harmony with the design on one's bag, for Paris now is putting small silver plaques with animals, cut out like stencils, on the new bags, where the monogram was to be seen before. Light shoes or so-called slippers came into fashion with the slim and straight



Golf dress, one or two piece suit, skirt with inverted pleats to give full width.

line and the heavier Oxford fell out of favour. Now, however, the "Oxford" or semi-Oxford shoe is being worn again with the fuller or pleated skirt. The sketch on this page shows a semi-Oxford with a pleated skirt. This shoe which can be made of different materials—leather, silk, or satin—gives to the foot a very slim and graceful appearance.

Mesh stockings are coming into fashion because they are entirely without the sheen that gleams unpleasantly from the cheaper variety of silk stockings.

A Costume Slip.

With transparent frocks, the type, cut, and the colour of the underwear demands a special attention. A costume slip of an unbroken line is the most satisfactory choice, and it must harmonize with the frock over it. Crep satin is a better fabric than crepe de chine as it seems more part of the dress. A confusion of straps over the shoulders is never attractive and care should be taken not to show more than one set.

The slip illustrated on this page may have either pleats or gathers on both sides to insure width. Pleats, however, are less apt to give a "bunchy" effect to the frock worn above it. If you want

to avoid the annoyance of having your shoulder straps slip fasten them cross-wise in the back. This saves you the trouble of snaps and pins.

Colours for Summer Dresses.

For summer dresses pastel shades are no longer smart. Navy blue, though dark, has a certain freshness and combines well with white or flesh colour. While beige and sand colour are cool and combine well with other shades; gray is less easily combined, but is cool in itself. Polka-dot fabrics combined with white look especially fresh and cool for the summer. With the sale of pretty summer frocks that is going on everywhere in town this week it ought not to be very difficult to find something suitable to almost every taste.



Back view of the slip with crossed shoulder straps.

The irregular jabot is very much in evidence again, from the large ruffling one down to the hem of the dress and belted in at the waist, to the shorter one down to the waist that appears on many sport frocks.

Evening frocks are still cut very low in the back and often have straps of rhinestone or pearls. The hips show draperies of silk, floating panels, or flowers so that the whole frock gives a suggestion of "fluid" motion.

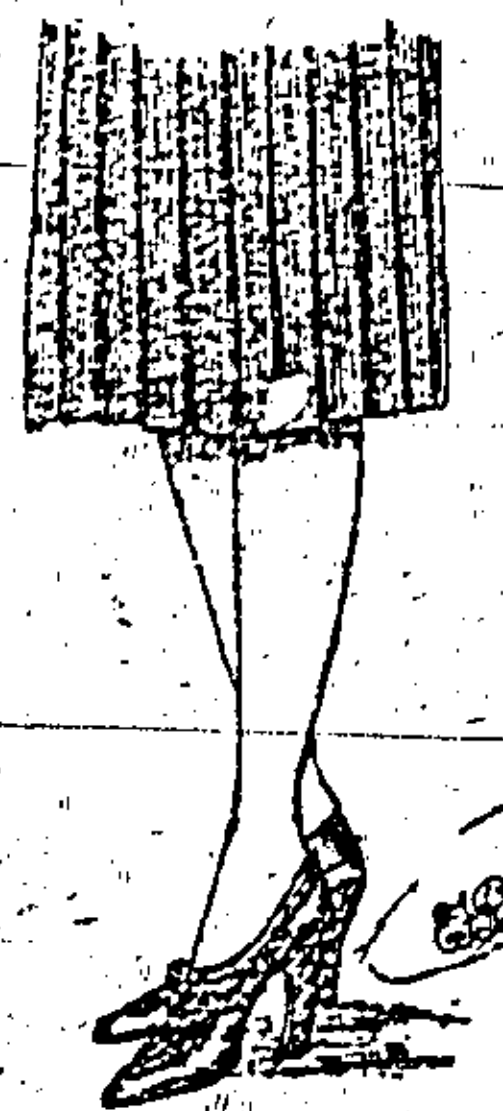
M.M.V.

Tissue paper.

For those who do not want to ruin a handkerchief for the removal of the powder and the applying of cold-cream I advise the purchase of soft tissue paper. It is economical and saves the trouble of washing cloth or handkerchief.



A low-cut Oxford of satin in black, beige, or bois-de-rose, laced with satin ribbon.



BEAUTY PARLOUR.

The Permanent Wave.

If you are planning to have a permanent wave the summer is the ideal time for it. The wave stays in most easily during this weather. But before you ever attempt a permanent wave be honest with your hair-dresser and if you have ever attempted to dye your hair tell him so. It is very necessary that he should know as the dye may cause damage to your hair as soon as the permanent wave is put in.

The "beauty parlour" is developing in the Colony now. Besides shingling, bobbing, waving, manicure and the other things we have been used to we shall have in a few days a beauty parlour that will specialise in scalp treatment, facial massage and other processes. Mme. Landau from the Astor House in Shanghai is opening a beauty parlour on these lines on the first floor of Mme. Flint's



Satin slip with pleats or gatherings on both sides.

establishment. The experience she has had in these facial treatments ought to make her a reliable adviser on all matters concerning the complexion. Individual treatment of the complexion is as necessary as the individual treatment of the hair. Wrinkles can be removed by a good massage but an inexperienced one will probably rub more wrinkles than ever into your skin.

Pimples.

If you are troubled with pimples on the face pay careful attention to your diet. You want to be far more careful in this respect than you would at home. Avoid pastry, ice-cream and all sweets as much as you can and do not eat much fruit. I have found that fruit, especially tropical fruit, affects the complexion here, and many of my friends have told me likewise. Do not cover pimples with powder. That is just the wrong thing to do, as you close all pores and the infection, if it may be called an infection, will spread.

HOUSEHOLD HINTS.

Covering with Straw.

If you have a hatshape and you want to cover it with straw, begin to sew on the straw at the centre back and outer edge of the brim and work inwards, so that you get a neat outline everywhere. Cover the underbrim first, if it turns down, but the upper side of it first if the brim turns up, so that you do not get the stitches showing unnecessarily in the more exposed portions. Let the straw project quite a bit, both on the upper and under sides, and give these edges an extra tack together at the finish. If the hat shape is made in separate pieces, take them apart for sewing the straw on to them, and tack together again afterwards. You will get a neater effect that way.

Cut Flowers in Vases.

It is very hard to keep flowers in vases as soon as the hot weather begins. It always distresses me to see flowers fade so quickly and only the other day I discovered how one can keep them fresh longer. When you bring them home put them first into a bowl with water so that they float. Then cut their stems and put into the vase a small piece of ice.

Powder.

Do not rub powder into your skin. It clogs the pores. Apply it lightly and then you can use it more frequently. Don't forget before you go to bed to remove the powder with cold-cream. After you have tried all day to keep your skin dry with powder, the only natural thing to do is to apply a good cold-cream in the evening. It opens the pores and starts the blood circulation.

COOKING RECIPE.

Braised Duck and Mushrooms.

Ingredients:—Two oz. butter, 1 lb. mushrooms, 1 pt. brown sauce, 1 onion, 8 to 10 olives.

These ingredients are sufficient for one or two ducklings. The ducklings are browned in the oven—15 min. in a casserole with the lid off. They are then taken out, cut quickly into joints, and put back with the gravy. The mushrooms (peeled and with the stalks removed) are put in with 1 onion, finely minced. The duck is cooked with the lid on for 1 hour in a slow oven; put in the olives 15 min. before serving.

"THE UNCHARTERED SEA."

[By STEPHEN KING HALL.—Edward Arnold & Co.]

This is a book which most people in Hongkong are now reading. Its interest lies more in the description it gives of this Colony than in the characters it contains.

The plot is not new: a poor and young girl marries a Hongkong taipan who is many years her senior. He is wrapped up in commerce and regards marriage as necessary in order to carry on the family name; she has all the comforts that wealth can bring but, nevertheless, longs for a touch of romance. Then at a Peak Club dance she meets a naval officer and the romance begins. Their meetings at various social functions can hardly be called "love-affairs." But gradually they decide to cut their moorings, and sail the "unchartered sea" together. An elopement is planned after a dance in Repulse Bay. But just at the moment they are going to leave the hotel news comes that the taipan has been killed in motor-car accident. In one sense, we suppose, this must be regarded as a happy ending, but it seems rather hard luck on the maiden.

All the characters in the book are fictitious and the account of the shipping strike in Hongkong is not historically accurate. But there is no doubt regarding the appeal the story has for residents. It is fascinating to follow the development of scenes on one's own doorstep as it were. Some of the dialogue is also particularly amusing.

Our Letter on Paris Fashion is given on page 9.

ELIZABETH ARDEN

NEW YORK

PARIS

LONDON.

ELIZABETH ARDEN, whose smart Salons are frequented by the most beautiful women of the fashionable world, sends these wise suggestions to all women:

Don't mistake the cultivation of loveliness for make-up. They are miles apart! It is wisdom, of course, to make subtle use of fine violet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics, for each year you will grow more dependent on these artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically, to keep it young and naturally lovely. Quicken the circulation that carries off poisons and brings fresh colour to the cheeks. Nourish the tissues to keep them firm and round. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth. You can!

The Venetian Preparations, which I made first for the treatments given in my Salons, are now on special display at

WATSON'S

whose assistants will give every information and advice concerning the preparations most suited to individual cases.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

What are the Fashions of To-day?

Printed Chiffon and Georgette.

THE PIONEER SILK STORE

HAVE

A BIG ASSORTMENT OF THESE PRINTED MATERIALS IN DIFFERENT SHADES

AND DESIGNS.

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The promptest and most courteous service in Town.

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JUST ARRIVED!

SMART SUMMER FROCKS

FROM \$18

ALSO

A LARGE SELECTION OF STRAW PURSES & BASKETS

FROM COLOMBO.

35cts. to \$3.00

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Tel. C. 4864.

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BEAUTIFY YOUR HOMES

WITH

DAINTY CUSHIONS.

PANDORA

will meet your taste and give you entire satisfaction.

A large display of hand painted, embroidered and plain silk and satin cushions of the most exquisite creations of shades and shapes, are now on view.

39a, Queen's Road Central.

ALBERT.

THE FRENCH CHEF,

Will have much pleasure in welcoming his numerous Patrons at his Restaurant to partake of his French cooking, and he particularly calls their attention to his latest novelty.

PICNIC ICE CREAM.

This will shortly be ready and for bathing, picnics or parties this delicious treat is unsurpassed in Hongkong, and will last for at least 8 hours.

22, QUEEN'S ROAD CENTRAL.

Tel. C. 4601.

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HIGH CLASS OPTICIANS.

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ESTABLISHED IN 1912

SUN GLARE

is not only unpleasant,
it is dangerous.

SUN GLASSES

in all shades and colours

LENSES

ground to Doctor's Prescriptions.

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Send Snapshots

to your friends.

You take the Photo,

We do the rest.

Photographic Supplies
of the best quality.

MING YUEN STUDIO.

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1103

GREAT BARGAIN!

30% off

All Our Latest Stock of Stylish

MANILA & BANGKOK

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We have the Shape you want.

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21, Queen's Road Central,

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(Next to Hongkong Hotel Garage.)



THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "SIAM"

will be loading for VALENCIA, MARSEILLES, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 28th of August, 1926

Further Sailings	Expected on or about	Will leave homeward bound on or about
M/S. "Peru" ...	28th July	28th September
M/S. "Danmark" ...	4th August	10th September
M/S. "Kina" ...	12th August	—
M/S. "Asia" ...	10th September	6th October

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM via SINGAPORE.

CONSIGNEES per Company's Steamer "SARPEDON" are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Godowns. The Cargo will be ready for Delivery from Godown on and after 6th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 12th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 26th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th August, 1926. [3532]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM via SINGAPORE.

CONSIGNEES per Company's Steamer "IXION" are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Godowns. The Cargo will be ready for Delivery from Godown on and after 3rd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 9th August will be subject to Rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 23rd August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1926. [3844]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NAGPORE"

ARRIVED HONGKONG ON 3RD AUGUST, 1926.

From BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B & P.S.N. Co's. Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underinsured on or before 23rd August, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & Co., Agents.

Hongkong, 3rd August, 1926. [3843]

VESSELS IN DOCK.

The following vessels are in Dock:—
Taikoo Dock:—Anatina, Kaying, Kahle and Chengtu.

OUR PARIS LETTER.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS.—The rain is pouring down and it is exceedingly cold. Yet, Spring, the calendar tells us, is here, so I must write about the Spring clothes that the couturiers and modistes of Paris continue unflinchingly to show in their salons of gilt and shaded lights.

The Ensemble.

Fortunately, there is the ensemble, and, as this does not now necessarily mean a turn-out made of the one material, it is possible for women to look summery as to their frock, and yet keep warm by means of a woollen coat of sorts. For, an ensemble, taken in its broadest sense now means a frock, coat and hat of the same shade, or same harmony of shades; therefore, a silk frock can be worn with a light woollen coat and a straw or a felt hat, provided each harmonises in tone with the other. Perhaps, because of the unseasonable weather that makes it absolutely necessary for a wrap of some sort to be worn at all times of the day and evening, capes and cape-coats have become more and more popular as the season has worn on. Light weight coats are still as much to the fore as ever, but in all of these there is introduced a flare movement, either by means of inverted side pleats or else by means of a circular cut, that seems to impart some of the airy grace of the cape. Kashas are having a tremendous vogue for coats of this type.

Kasha. All smart Paris flocked to see Yteb's mid-season collection one day last week, and found she was using kasha in a host of charming shades for her sports suits, both plain and figured kasha, in shades of yellow, brown, pastel-pink, orange, bois de rose and blue. Toile de soie was another of the materials this clever designer had turned into the daintiest of tennis frocks, by means of a straight cut, pleats and bands of contrasting shades. For those who still follow the tradition of white for sports wear, there were smart suits in white flannel finished with large, decorative pearl buttons.

Printed Material.

For afternoon frocks, there were graceful models in printed China silk, printed tulle, crepe, chiffon, Georgette, and others in plain crepe Georgette and satin. Decidedly, the printed material is one which has come to stay for quite a long while. Yteb carries out the idea by adding wings to her lighter type of frocks, wings that reach either to the hip line (one can not speak of the waist line as it is such a movable quantity) or to the hem of the skirt. Chanel makes use of the same idea, too, in a number of her evening models. One that has been a great success is carried out in white crepe Georgette, and is quite out in white crepe for three or four of these wing effects that run the whole length of the frock from the arm hole down each side, so that the effect, when the wearer walks, is a charming one of fluttering wings.

Evening Frocks.

Some of the evening frocks in Yteb's collection are gorgeous in the extreme, particularly the beaded ones. Some of them are fashioned of net that is embroidered in pearls over a thread embroidery motif. Some are made of lace embroidered over net; one particularly handsome model shows cream lace and black net made over a foundation of black satin; this model is sleeveless and is fitted with a modern version of the bolero. Yteb, like all big couturiers this season, is making great use of sequins as a trimming. One of the most handsome models shown the other day was in satin embroidered in life-size bunches of grapes worked in sequins against a background of leaves worked in silk. Another frock was trimmed with the same motif, but the grapes in this case were worked in tiny scraps of coral. For the evening wraps, there were rich-looking coats in lame, trimmed with a deep fur collar. The simpler models were made of plain or shot taffetas. I wrote some time ago of the effort that was being made this season to bring back taffetas to favour, in the form of coats, the effort to re-establish it in the line of dresses having proved a dismal failure. Well, as the season wears on it becomes apparent how much the idea has caught on, for taffetas coats are now to be seen on all occasions, both at afternoon and evening functions. The reason perhaps for its success is that designers have devised ways and means of taking away its old-world look by means of quilting, stitching, scalloping and shirring, and a number of other clever devices, so that taffetas may now look as smart as crepe, marocain, or even smarter. In *La Prisonniere* the daring play that is drawing all Paris to the Femina Theatre, Mme. Sylvie, the talented actress who plays the leading part, wears in one act a frock in cinnamon brown crepe Georgette, and a flared coat in brown and blue shot taffetas with a close-fitting hat of the same to match.

RIVER LEVELS.

Bulletin from
BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

Water levels (in English Feet) at 8 a.m.

Place of Observation	Highest W. Level recorded	Lowest W. Level recorded	W.L. Aug. 2	W.L. Aug. 3
West River at Shingling	+41.0	0	+27.3	Falling
North River at Tingyuen	+22.7	0	+6.9	Falling
North River at Samshui	+27.3	-5.0	+17.0	+16.3
East River at Sheklung	+15.2	-2	+5.1	+4.5

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 5th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.74	29.70	29.71
Temperature ...	84	81	82
Humidity ...	76	67	62
Wind Direction ...	E	ESE	E
Force ...	4	3	4
Weather ...	O	O	OP
Rain ...	0.03	0.00	0.35

Highest open-air Temperature on 4th ... 85

Lowest open-air Temperature on 5th ... 81

B=Blue sky; C=Cloudy; D=Drizzle;

F=Fog; L=Lightning; M=Mist; O=

Overcast; P=Passing showers; Q=

Squalls; R=Rain; T=Thunder.

SHIPPING NEWS.

HONGKONG SHIPPING.

The total tonnage entered yesterday was 23,719, compared with 30,097 tons, during the previous twenty-four hours. British vessels were represented by 3,627 tons (compared with 19,534 tons). There were five fewer arrivals, and a decrease in freight of between four and five thousand tons. Hongkong cargo decreased by over 4,000 tons, while freight for ports beyond was less by 88 tons.

At 9 a.m. yesterday there were 53 vessels in the harbour, of which 25 were British. During the previous twenty-four hours eleven vessels arrived, viz: two British, one French, one Italian, one American, one German, two Japanese and three Chinese. The departures during the same period came to twelve, viz: one British for Amoy, one Chinese for Hanoi, one Chinese for Kwang Chow Wan, one Chinese for Sha U Chung, four British for Shanghai, one Japanese for Keelung, one British for Weihaiwei, one British for Foochow and one British for Aden. There was only one clearance, a Dutch steamer for Singapore.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. at yesterday).

For Hongkong ... 7,332 tons.
For ports beyond ... 15,387 "

Total ... 22,719 "

(For the previous 24 hours ended at 9 a.m. on Wednesday).

For Hongkong ... 12,161 tons.
For ports beyond ... 11,553 "

Total ... 23,714 "

Of the cargo for Hongkong, the two British steamers brought 2,040 tons, one entry being for 1,500 tons. Of the remaining 5,392 tons brought by vessels of other nationalities, the best figures were 3,035 tons of rice and coal and 1,110 tons of general cargo. With regard to ports beyond, the freight was all carried in four vessels. The best returns were 6,400 tons and 4,650 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Anking (British) from Singapore and Amoy with 240 tons of general cargo and mail;

Kwiyang (British) from Bangkok and Kohsiabang with 1,600 tons of general cargo and mail;

Campinas (French) from Saigon and Nhatrang with 3,035 tons of rice and coal and mail;

Rosandra (Italian) from Trieste and Singapore with 330 tons of general cargo, mail and 2,400 tons for ports beyond;

President Lincoln (American) from San Francisco and Shanghai with 1,110 tons of general cargo, mail and 2,067 tons for ports beyond;

Kahle (German) from Dally and Canton in ballast;

Borneo Maru (Japanese) from Nagoya and Moji with 494 tons of general cargo, mail and 4,650 tons for ports beyond;

Aden Maru (Japanese) from Amoy and Singapore with 240 tons of general cargo, mail and 6,400 tons for ports beyond;

Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo;

Tak Hing (Chinese) from Nam Tau with three tons of vegetables;

Sui Fik (Chinese) from Sha U Chung with 1 ton of general cargo.

Later arrivals yesterday, too late for inclusion in the returns, were:—

Sui Sang (British) from Shanghai with 118 tons of general cargo;

Havenstein (German) from Hamburg and Singapore with 320 tons of general cargo, mail and 10,300 tons for ports beyond;

Tonkin (French) from Haiphong with 500 tons of general cargo and mail.

For Anything Wrong With The Skin - ZAM-BUK



Promptly applied to the bites of mosquitoes, spiders, leeches and other insect pests, Zam-Buk allays the immediate pain and averts dangerous inflammation and swelling. Eczema, prickly heat, crawling itch, ulcers, ringworm, cuts, sore feet, poisoned wounds and piles, are other troubles for which Zam-Buk is proved indispensable.

THE GREAT HERBAL HEALER.

Of medicine dealers and stores everywhere.

Agents:—A. B. MOULDER & CO., Ltd., Queen's Rd. Central, HONGKONG.

SHIPPING NOTES.

The master of the s.s. Anking (British) from Singapore and Amoy, reported to the Harbour Office yesterday that during the voyage a Chinese deck passenger died on August 2nd, the body being landed at Amoy.

Another well-known coasting master has left Hongkong, namely, Captain Jack A. Drummond, who was for a long time employed as master in the Douglas Co. Captain Drummond was born in Glasgow, and he has held various commands on the China Coast, where he was well liked. The Captain and his wife have now left for Australia, where it is understood they will make their home in future.

Three and a half tons of unserviceable cordite was burnt at Stonecutters Rifle Range yesterday, and shipping is warned that a further two tons will be burnt this morning.

The subsidy to be granted to the Nippon Yusen Kaisha, for the operation of three new ships to be built for the trans-Pacific service, will amount to 2,500,000 yen annually for a period of three years. The new vessels are to be the same type as the *Tenyo Maru* and *Shinyo Maru*. They will have Diesel engines and will accommodate 300 first-class, 100 second-class, 100 third-class passengers, and 300 steerage passengers. They will be 540 feet long, 70 feet beam, with a gross register of 14,000 tons and a speed of 15 knots. They are to cost about 10,500,000 yen each, and will be built in Japan.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 103, which the highest number carried by any individual vessel was 45.

Satisfactory tests have been made with an interesting invention by Mr. J. J. Jrescott, M.B.E., the Monkseaton ship-builder, of a device to increase the speed of ships and reduce fuel consumption. The device consists of two projections termed blisters which are fitted above the propeller at each side, and these have the effect of drawing the water down, thus giving the screw more solid water to operate in. The first vessel to be fitted will be the *Tyne collier Zenn*. World patent rights, except for America, have already been secured.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bloating Ovaries. No. 2 for Blood & Acid Disorders. No. 3 for Chronic Weaknesses, such as Neuritis, Rheumatism, Pains in the Limbs, etc.
Sole Agents:—Messrs. J. & W. G. L. Ltd., 10, Abchurch Lane, London, E.C. 4.
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FINDLATER'S STAG'S HEAD BRAND BRITISH LAGER BEER

VERY LIGHT

\$17.00 PER CASE OF
6 DOZEN PINTS.

Or \$3 per dozen including duty
delivered to your residence.

SOLE AGENTS—
GILMAN & Co., Ltd.,
Hongkong Bank Building.

Tel. C. 290. [129]

Don't worry. In here!

A Welcome Visitor

at any time in every household. Every Bug, Fly, Beetle, Moth, etc., dies once it has come into proper contact with

KEATING'S

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house.

Chemists and Stores sell them throughout the world.

Proprietors: MARTIN, Chemist, Southampton, England

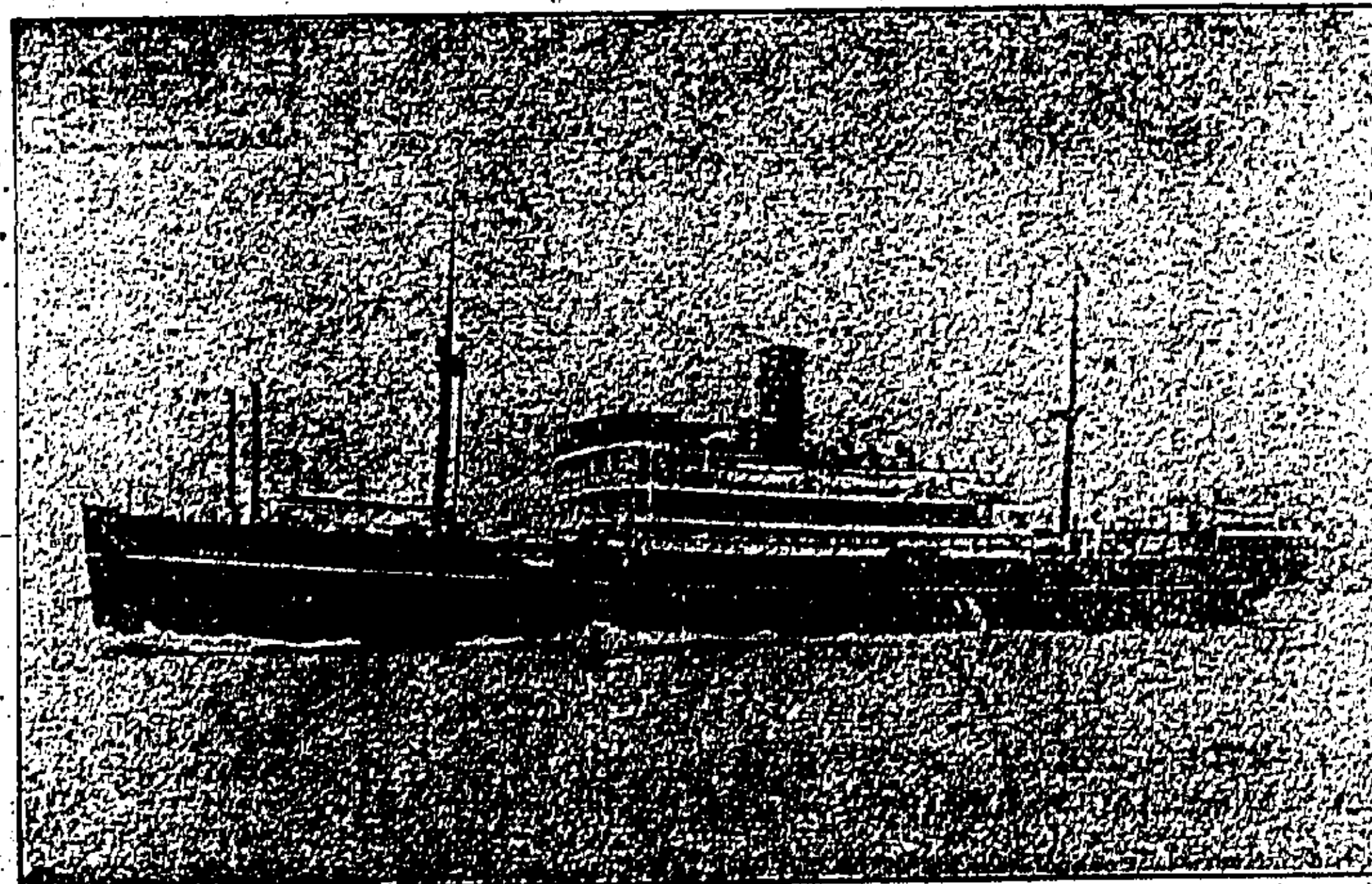
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

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Western Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



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BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 5th.

Aden Maru, Japanese str., 4,364 tons, Capt. M. Tadokoro, from Antwerp and Singapore, which port she left on July 25th, with a general cargo, lying at buoy No. A34.—N.Y.K.

Borneo Maru, Japanese str., 4,261 tons, Capt. K. Fukae, from Moji, which port she left on July 20th, with 494.33 tons of general cargo, lying at Kowloon Wharf.—O.S.K.

Campinas, French str., 1,973 tons, Capt. L. Le Corre, from Saigon, which port she left on July 30th, with rice and general cargo, lying at buoy No. B30.—Optory & Co.

Chung Hing, Chinese str., 240 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C36.—Hong On & Co.

Kueiying, British str., 1,580 tons, Capt. G. Byers, from Bangkok and Kuching, with a general cargo, lying at buoy No. B11.—B. & S.

Rosandra, Italian str., 4,476 tons, Capt. Prischich Gasto, from Trieste and Singapore. The former port she left on June 25th, with a general cargo, lying at Kowloon Wharf.—Doddwell & Co.

Sui Yik, Chinese str., 173 tons, Capt. Lo Shui, from Shu U Chung, with cattle, lying at Luen Cheong Wharf.—Fook Hoi Co.

August 5th.
Hakata Maru, Japanese str., 3,753 tons, Capt. Matsushita, from Shanghai, which port she left on August 2nd, with a general cargo, lying at buoy No. A2.—N.Y.K.

Havenside, German str., 5,000 tons, Capt. F. Viewor, from Hamburg, with a general cargo, lying at Kowloon Wharf.—Reuters Brockmann & Co.

President Lincoln, American str., 3,550 tons, Capt. Fred. E. Anderson, from San Francisco, which port she left July 10th, with 4,000 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Sui Yik, British str., 1,983 tons, Capt. A. D. Kellman, from Shanghai, which port she left on August 1st, with a general cargo, lying at buoy No. B7.—Jardine, Matheson & Co.

Tok Hing, Chinese str., 103 tons, Capt. Lo Shan, from Nantau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi Co.

Tunkin, French str., 848 tons, Capt. F. L. Morvan, from Haiphong, which port she left on August 3rd, with a general cargo, lying at buoy No. C39.—Messageries Maritimes Co.

CLEARANCES.

August 5th.

Aden Maru, for Takao.
Borneo Maru, for Singapore.
Chung Hing, for Kwang Chow Wan.
Hakata Maru, for Singapore.

Hakata Maru, for Hongkong.
Havenside, for Keelung.
Hydrangea, for Kwang Chow Wan.
Kojun Maru, for Tsingtau.

New Mathilde, for Haiphong.
President Lincoln, for Manila.
Rosandra, for Shanghai.
Sui Yik, for Shu U Chung.

Tak Hing, for Haiphong.
Tok Hing, for Amoy.
Tunkin, for Haiphong.
Tunkin, for Haiphong.

PASSENGERS.

ARRIVALS.

Per s.s. *Havenside*, on August 5th:—
Mr. Hanford and Mrs. Arthur.

Per Dollar liner *President Lincoln*, from San Francisco via ports, on August 5th:—Mr. S. A. Martindale, Mr. W. H. Pflug, Mr. O. F. Wisner, Mrs. S. G. Wisner, Mr. F. Blodgett, Mr. I. Butler, Mr. B. Butler, Mr. F. C. Cadwallader, Mrs. F. D. Cadwallader, Master W. L. Cadwallader, Miss R. E. Cadwallader, Master F. Cadwallader, jr., Mr. and Mrs. E. Douglas, Miss H. Hayler, Mr. C. James, Mr. A. Mendoza, Mr. R. C. Mohler, Mr. R. C. Morton, Mr. J. Narandas, Miss R. A. Parrott, Mr. J. C. Price, Mrs. L. A. Rich, Mr. W. H. Stewart, and Mr. E. T. Virata.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kalyan*, with the outward mail, is now due in Hongkong at 5 a.m. to-day (Friday), instead of 2 p.m. as previously advised.

The R.M.S. *Empress of Asia* left Nagasaki on August 5th at 4 p.m., and is due at Shanghai on Saturday (August 7th) at 10 a.m.

VESSELS EXPECTED.

Delta (P. & O.), due to-day at about 6 a.m.
Empress of Asia (C.P.R.), due August 10th.

Kalyan (P. & O.), due to-day, 9 a.m.
Nanking (Swedish East Asiatic Co., Ltd.), due August 15th.
Shilarn (B.I. & Apcar), due to-day.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN:—

S.S. "OLDENBURG" ... due here on or about 31st August

SAILINGS FOR EUROPE

M.V. "VOGTLAND" ... sailing from here on or about 8th August

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

[16]

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JACKSON" ... Aug. 8th, 5 p.m.

"PRESIDENT MCKINLEY" ... Aug. 19th, 6 a.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MCKINLEY" ... Aug. 12th, 5 p.m.

"PRESIDENT JEFFERSON" ... Aug. 24th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795.

[18]

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"

(9,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched Via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

For Freight or Passage, Apply to—

THE BANK LINE, LTD.

[31]

THE AUSTRAL-CHINA NAVIGATION CO., LTD.

For SYDNEY, MELBOURNE & ADELAIDE via MANILA, ILOILO, SANDAKAN, BALEKAPAN & RASAU.

S.S. "CALULU" ... Sailing on or about 7th August.

For Freight and Particulars, Apply to—

DODWELL & CO., LTD.

Telephone No. CENTRAL 1030.

Agents.

[3816]

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

[Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department:

Tel. C. 752.

Cables: GACANPAO.

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS.

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Monday, 9th Aug., at Noon

KOREA MARU ... Tuesday, 24th Aug., at Noon

SHINYO MARU ... Tuesday, 7th Sept., at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Aug., at Noon

ANYO MARU ... Tuesday, 12th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

SUWA MARU ... Saturday, 14th Aug.

FUSHIMI MARU ... Saturday, 23rd Aug.

BAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 18th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CAUCUTTA MARU ... Saturday, 7th Aug.

HAKODATE MARU ... Friday, 20th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU ... Thursday, 5th Aug.

KAMAKURA MARU ... Saturday, 21st Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Wednesday, 11th Aug.

NAGANO MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Friday, 20th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU ... Monday, 9th Aug.

PENANG MARU ... Thursday, 12th Aug.

YOKOHA MARU ... Monday, 16th Aug.

TOYOKO MARU ... Tuesday, 24th Aug.

TOKYO MARU ... Tuesday, 24th Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depots).

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong, and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
GENERAL METZINGER A	16th July, 1926	17th Aug., 1926	17th Aug., 1926
AMAZONE	30th July	31st Aug.	14th Sept.
ANGERS	13th Aug.	14th Sept.	28th Sept.
DARTAGNAN	27th Aug.	28th Sept.	12th Oct.
ANGKOR	10th Sept.	12th Oct.	26th Oct.
PORTOS	24th Sept.	25th Oct.	9th Nov.
CHAMBERD			23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Doctor's Attendance).
A Class 1st Class ... £ 29. 0d. Od.
B Class 1st Class ... £ 20. 0d. Od.
C Class 1st Class ... £ 12. 0d. Od.
D Class 1st Class ... £ 8. 0d. Od.
E Class 1st Class ... £ 5. 0d. Od.
F Class 1st Class ... £ 3. 0d. Od.
G Class 1st Class ... £ 2. 0d. Od.
H Class 1st Class ... £ 1. 0d. Od.
I Class 1st Class ... £ 0. 0d. Od.
J Class 1st Class ... £ 0. 0d. Od.
K Class 1st Class ... £ 0. 0d. Od.
L Class 1st Class ... £ 0. 0d. Od.
M Class 1st Class ... £ 0. 0d. Od.
N Class 1st Class ... £ 0. 0d. Od.
O Class 1st Class ... £ 0. 0d. Od.
P Class 1st Class ... £ 0. 0d. Od.
Q Class 1st Class ... £ 0. 0d. Od.
R Class 1st Class ... £ 0. 0d. Od.
S Class 1st Class ... £ 0. 0d. Od.
T Class 1st Class ... £ 0. 0d. Od.
U Class 1st Class ... £ 0. 0d. Od.
V Class 1st Class ... £ 0. 0d. Od.
W Class 1st Class ... £ 0. 0d. Od.
X Class 1st Class ... £ 0. 0d. Od.
Y Class 1st Class ... £ 0. 0d. Od.
Z Class 1st Class ... £ 0. 0d. Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "SI-KIANG" from DUNKIRK, LONDON & HAYRE is due to arrive on the 22nd August.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRADE REPRESENTATION.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

STRAITS & CALCUTTA	"HOSANG"	Friday, 6th Aug., at 3 p.m.
HONGKONG	"HANGSANG"	Saturday, 7th Aug., at 11 a.m.
HAIPHONG	"MINGSANG"	Sunday, 8th Aug., at 3 a.m.
TIENTSIN	"CHIPSANG"	Tuesday, 10th Aug., at Noon.
YOKOBE via AMOY & MOJI	"NAMSANG"	Wednesday, 11th Aug., at 6 a.m.
TSINGTAU via SHANGHAI	"YATSHING"	Wednesday, 11th Aug., at 5 p.m.
HAIPHONG	"LEESANG"	Sunday, 15th Aug., at 8 a.m.
OHINKIANG via SHANGHAI	"YUENSANG"	Tuesday, 17th Aug., at Noon.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 18th Aug., at Noon.
OSAKA via SHANGHAI		
MOJI & KOBE	"KUTSANG"	Friday, 20th Aug., at 7 a.m.
TIENTSIN	"CHEONGSHING"	Sunday, 22nd Aug., at 7 a.m.
SANDAKAN	"HINSANG"	Tuesday, 24th Aug., at 2 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Tuesday, 24th Aug., at 3 p.m.
TSINGTAU via SHANGHAI	"HOPSANG"	Wednesday, 25th Aug., at Noon.
SANDAKAN	"MAUSANG"	Wednesday, 1st Sept., at 9 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 15th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.
"GLENAMOIY"	24th Aug.
"GLENABRY"	2nd Sept.
"GLENAPP"	16th "
"GLENSHANE"	30th Oct.
"CARMAETHENSHIRE"	16th "
"GLENBEG"	28th "

HOMEWARDS.

Vessel	Discharges — Leaves H'kong.
"PEMBROKESHIRE"	25th Aug.
London, Rotterdam & Hamburg via Oran.	
"GLENOGLE"	22nd Sept.
London, Rotterdam & Hamburg.	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3895.

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NORDEUTSCHER LLOYD, BREMEN.

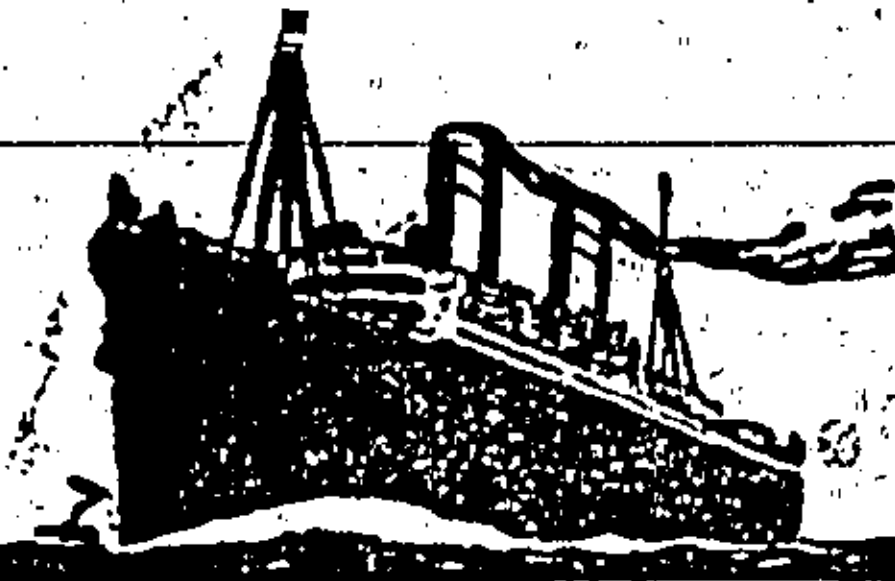
FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.

Intermediate class £48. 2s. 0d. To GENOA.



NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO, AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	
M.S. "FULDA" ...	16th August, 1926	22nd August, 1926.
M.S. "KOENIGSBERG" ...	8th September, "	16th October, "
S.S. "FRIEDRICH" ...	6th October, "	13th November, "
S.S. "SAARBRUECKEN" ...	5th November, "	11th December, "
S.S. "COLENZ" ...	2nd December, "	9th January, 1927.
S.S. "YORK" ...	20th December, "	6th February, "
S.S. "DERFFLINGER" ...	27th January, 1927.	6th March, "

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WALK & Co., London.)

Sailings from Hongkong

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

FARES TO LONDON "A" 1st Class £35. 2nd Class £20.

"B" 1st Class £30. 2nd Class £25.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

STEAMERS From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Lourenço Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	7th Aug. Noon	Mars., Casablanca, London and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Mars., Casablanca, London and Antwerp.
"KALYAN"	9,144	4th Sept.	Mars., Casablanca, London, Antwerp & Hull.
"NAGPURE"	8,283	10th Sept.	Mars., L'don, Hamburg, B'dam, & Antwerp.
"MALWA"	10,941	18th Sept.	Marselles & London.
"KASHGAR"	9,005	2nd Oct.	Marselles, London, Antwerp & Hull.
"MURRA"	10,918	16th Oct.	Marselles & London.
"KHYBER"	9,114	30th Oct.	Marselles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marselles & London.
"KARMALA"	9,128	27th Nov.	Marselles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marselles & London.
"DELTA"	8,097	25th Dec.	Marselles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marselles & London.
"KALYAN"	9,144	22nd Jan.	Marselles, London and Antwerp.
"MURRA"	10,918	5th Feb.	Marselles & London.
"KASHGAR"	9,005	19th Feb.	Marselles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,841	7th Aug. 2 p.m.	Singapore, Penang and Calcutta.
"TALMA"	10,000	13th Aug.	do.
"TAKADA"	6,949	4th Sept.	do.
"SANTHIA"	7,754	7th Sept.	do.
"TILAWA"	10,006	23rd Sept.	do.
"TALAMBA"	8,018	3rd Oct.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,956	27th August.	Manila, Sandakan, Thursday Island.
"ST. ALBANS"	4,300	1st Oct.	Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th Oct.	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Daire, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as induced by market.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	9,144	7th Aug. 6 a.m.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	14th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	21st Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	— Aug.	Yokohama only.
"NELLORE"	6,853	1st Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Sept.	Shanghai and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MURRA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	18th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	19th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MURRA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Bangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Colmaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

BAIHONG Capt. Ellis Walker ... Monday, 9th August, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and return by the same steamer by the "HAI-NING," "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,

General Managers.

CHINA NAVIGATION CO., LIMITED.

AMOY & SINGAPORE	"KWANGTUNG"	On 8th Aug.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 7th Aug.	6 a.m.
HONGKONG	"TAIKOOOWANYI"	On 7th Aug.	10 a.m.
SHANGHAI	"SUIYANG"	On 8th Aug.	6 a.m.
BANGKOK	"KINGYUAN"	On 8th Aug.	6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 10th Aug.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 10th Aug.	6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 11th Aug.	10 a.m.
BANGKOK	"KWEIYANG"	On 11th Aug.	Noon.
SWATOW & SHANGHAI	"SUNNING"	On 12th Aug.	3 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 14th Aug.	6 a.m.
BANGKOK	"CHINHUA"	On 14th Aug.	6 a.m.
SHANGHAI	"SINKIANG"	On 15th Aug.	6 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 17th Aug.	6 a.m.
WEIHAUWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 17th Aug.	4 p.m.
SHANGHAI	"SOOCHOW"	On 19th Aug.	6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

TELEPHONE CENTRAL 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	11th August	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**

TELEPHONE: CENTRAL 36.

Agents. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" Sails on or about 19th August.

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £68. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "FIUME L" 4th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VENEZIA L" 8th August.

S.S. "ROSANDRA" 31st August.

S.S. "FIUME L" 30th September.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 31st August.

S.S. "UMZUMBI" Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents. [17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "MALVERNIAN" Via Suez Canal 13th August.

S.S. "DECCALION" Via Suez Canal 27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE on **THE BANK LINE, LTD., HONGKONG,**
HONGKONG AND CANTON. **JARLINE MATHESON & CO., LTD., CANTON.** [21]**PRINCE LINE**

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" 5th Sept., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

**KONINKLYKE PAKETVAART**
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 5th August, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yokohama, Osaka Road. [12]

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Europe via Suez (letters & papers, London, 8th July, & parcels 1st July)	Kaiyuan	8th Aug.
AMOT	Shirata	8th Aug.
SHANGHAI AND EUROPE via SIBERIA	Dalla	8th Aug.
MANILA	Pres. Jackson	7th Aug.
SHANGHAI	Nachuan	7th Aug.
STRAITS	Hakusan Maru	8th Aug.
STRAITS	Namsang	8th Aug.
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Asia	10th Aug.
AUSTRALIA & MANILA	Changta	11th Aug.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. McKinley	11th Aug.
MANILA	Pres. Lincoln	13th Aug.
JAPAN	Suwa Maru	14th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Roosevelt	16th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Korea Maru	17th Aug.
JAPAN	Mishima Maru	17th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Cleveland	18th Aug.
MANILA	Pres. McKinley	20th Aug.
AUSTRALIA AND MANILA	Tango Maru	20th Aug.
STRAITS	Kiwan Maru	23rd Aug.
Japan	Fushimi Maru	28th Aug.

OUTWARD MAILS.

For	Per	Date
Java via Sourabaya	Tjikini	Friday, 6th, 10.30 A.M.
Straits & Calcutta	Edeang	Parcels 1.00 P.M. Letters 12.30 P.M.
Haiphong	Tomlin	1.30 P.M.
Manila	Pres. Lincoln	2.30 P.M.
Amoy	Kuanlung	5.00 P.M.
Shanghai	Shantung	5.00 P.M.
Shanghai, Sandakan, Rabaul, Australia & New Zealand via Sydney—due Sydney, about 2nd September	Calulu	5.00 P.M.
Shanghai	Kaiyuan	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 8th Sept.	Dalla	Reg. 7th, 9.45 A.M. Letters 10.30 A.M.
Japan	Tyndareus	Parcels 10.00 A.M. Letters 11.00 A.M.
Straits & Calcutta	Shirata	12.30 P.M.
Amoy	Tjinalak	Parcels 3.00 P.M. Letters 4.15 P.M.
Shanghai, Japan, Canada, U.S.A., U.S. & Europe via Victoria, B.C.—due Victoria, B.C., 27th Aug.	Pres. Jackson	5.00 P.M.
Haiphong	Mingsang	5.00 P.M.
Bangkok	Kingyuan	5.00 P.M.
Amoy and Formosa	Kaiyuan	Sunday, 8th, 9.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., U.S. & S. America & EUROPE via San Francisco, 3rd September, Shanghai & EUROPE via Siberia (letters & parcels specially super-cubed "via Siberia" only)	Tenyo Maru	Monday, 9th, 9.45 A.M. Letters 10.30 A.M.
Amoy & Fookchow	Hakusan Maru	10.30 A.M.
Amoy	Hai Hong	4.00 P.M.
Amoy	Seochuan	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 8th Sept.	Aulicys	Tuesday, 10th, 1.45 P.M. Letters 2.30 P.M.
Amoy	Namsang	5.00 P.M.
Haiphong and Haiphong	Tan	Wednesday, 11th, 8.30 A.M.
Shanghai	Yaching	10.30 A.M.
Bangkok	Kueiyang	10.30 A.M.
Manila	Empress of Asia	3.30 P.M.
Batavia	Tyndareus	Thursday, 12th, 11.30 A.M.
Manila	Pres. McKinley	3.30 P.M.

* Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$30,000,000
 Issued and Fully Paid \$30,000,000
 up
 Reserve Funds:—
 Sterling \$4,500,000
 Silver \$27,000,000

Reserve Liability of Pro-prietors \$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:

Hon. Mr. D. G. M. BERNARD, Chairman.

Hon. Mr. A. O. LING, Deputy Chairman.

W. H. Bell, Esq., J. A. Flammer, Esq., A. H. Compton, Esq., T. G. Wall, Esq., W. L. Patterson, Esq., H. P. White, Esq., G. M. Young, Esq.

Chief Manager: A. H. BIRLOW, Esq.

Branches:—

Amoy, Hongkong, Penang, Rangoon, Batavia, Ipoh, Saigon, Bombay, Johore, San Francisco, Calcutta, Kobe, Shanghai, Canton, Kuala Lumpur, Singapore, Chefoo, London, Sourabaya, Colombo, Lyons, Patani, Dairen, Malacca, Tientsin, Fookchow, Manilla, Hankow, Shanghai, New York, Yokohama, Harbin, Peking, Yenchow.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local CURRENCY and STERLING on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, A. H. BIRLOW, Chief Manager.

Hongkong, 27th May, 1926. [2]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 72,000,000.00

Paid-up Capital: Frs. 68,400,000.00

Reserve Fund: Frs. 68,987,283.54

BRANCHES: Pondicherry, Bangkok, Hanoi, Saigon, Batavia, Hongkong, Canton, Shanghai, Nanking, Singapore, Fort Bayard, Peking, Tientsin, Haiphong, Hankow, Yunnan.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, Des Vaux Road Central.

AUTHORIZED CAPITAL \$10,000,000

PAID-UP CAPITAL 5,000,000

RESERVE FUND 1,200,000

BRANCHES AND AGENCIES: Canton, Osaka, Haiphong, London, Singapore, Batavia, Malacca, Kowloon, Nagasaki, Calcutta, New York, Tientsin, Saigon, Kobe, Manila, San Francisco, Peking, Bombay, Tokyo, Rangoon, Paris, Penang, Sourabaya, Honolulu, Semarang.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

SAVE DEPOSIT BOXES To Let. KAN YONG PO, Chief Manager.

Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG, Established 1912.

AUTHORIZED CAPITAL \$1,200,000

PAID UP CAPITAL \$1,032,325

SILVER RESERVE FUND \$ 700,000

Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all Principal Cities of the World.

London Bankers:—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

Aug. 5th, 1926.

On London:—

Telegraphic Transfer 2 1/2

Bank bills, on demand 5 1/2

Bank bills, at 30 days sight 5 1/2

Bank bills, at 3 months sight 5 1/2

right 5 1/2

On Paris:—

Bank bills, on demand 1 1/2

On New York:—

Bank bills, on demand 5 1/2

On Bombay:—

Telegraphic Transfer 1 1/2

On Calcutta:—

Telegraphic Transfer 1 1/2

On Shanghai:—

Bank bills, at sight nom.

On Yokohama:—On demand 11 1/2

On Manila:—On demand 100

On Singapore:—On demand 9 1/2

On Batavia:—On demand nom.

On Haiphong:—On demand nom.

On Saigon:—On demand 8 1/2

On Bangkok:—On demand 8 1/2

Sourabaya, Bank's Buying rate \$8.25

Gold Leaf, 100 fine, per oz. 23 1/2

BAR SILVER, per oz. 23 1/2

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 2.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund £1,350,000

BRANCHES: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

Branches:—

Rangoon, Kandy, Penang, Bombay, Karachi, Port Louis, Calcutta, Kota Bharu (Mauritius), Cebu, Kuala Lumpur, Singapore, Dairen, Kuantan, Simla, Galle, (Fahang) Singapore, Hongkong, Madras, Sourabaya, Howrah, New York.

HONGKONG BRANCHES: Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 4 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

O. L. C. SANDES, Manager.

7, Queen's Road Central, Hongkong, June 17th, 1926. [39]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000

Reserves Frs. 11,160,000

Special Working Capital Frs. 50,000,000

BRANCHES: Paris, Lyons, Marseilles, Hongkong, Shanghai, Tientsin, Canton, Hankow.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas.

London: Midland Bank Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINCO.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed Yen 45,000,000

Capital (Paid-up) Yen 39,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: Japan: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinghien, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA:—Shanghai, Hankow, Amoy, Fookchow, Swatow, Canton, Omeas:—Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS: THE LONDON COUNTY WESTMINSTER AND PARC'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.

HONGKONG BRANCH, 1, Des Vaux Road, Central, Hongkong, 11th May, 1926. [37]

CAPSTAN Cigarettes



Manufactured by the British American Tobacco Co. (China) Ltd.

Sole Importers for Hongkong and Shanghai: The Anglo-Siam Corporation Ltd.

10, Queen's Road Central, Hongkong.

The Bank of China, Ltd.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$60,000,000.00

PAID-UP CAPITAL 19,760,200.00

RESERVE FUND 9,864,398.69

HEAD OFFICE:—PEKING, Road Central.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITY TRUST CO., THE EQUITY TRUST CO., THE EQUITY TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE-PEI, Manager.

Hongkong, January 16th, 1926. [38]

NEDERLANDSche HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1894.

Hongkong Branch established 1908.

Authorized Capital Guilders 150,000,000

Paid-up Capital (212,500,000)

Reserve Fund 80,000,000

Special Reserves 21,117,340

HEAD OFFICE:—AMSTERDAM.

Branches:—Batavia, Bandoeng, Bonting, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radia, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Sourabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

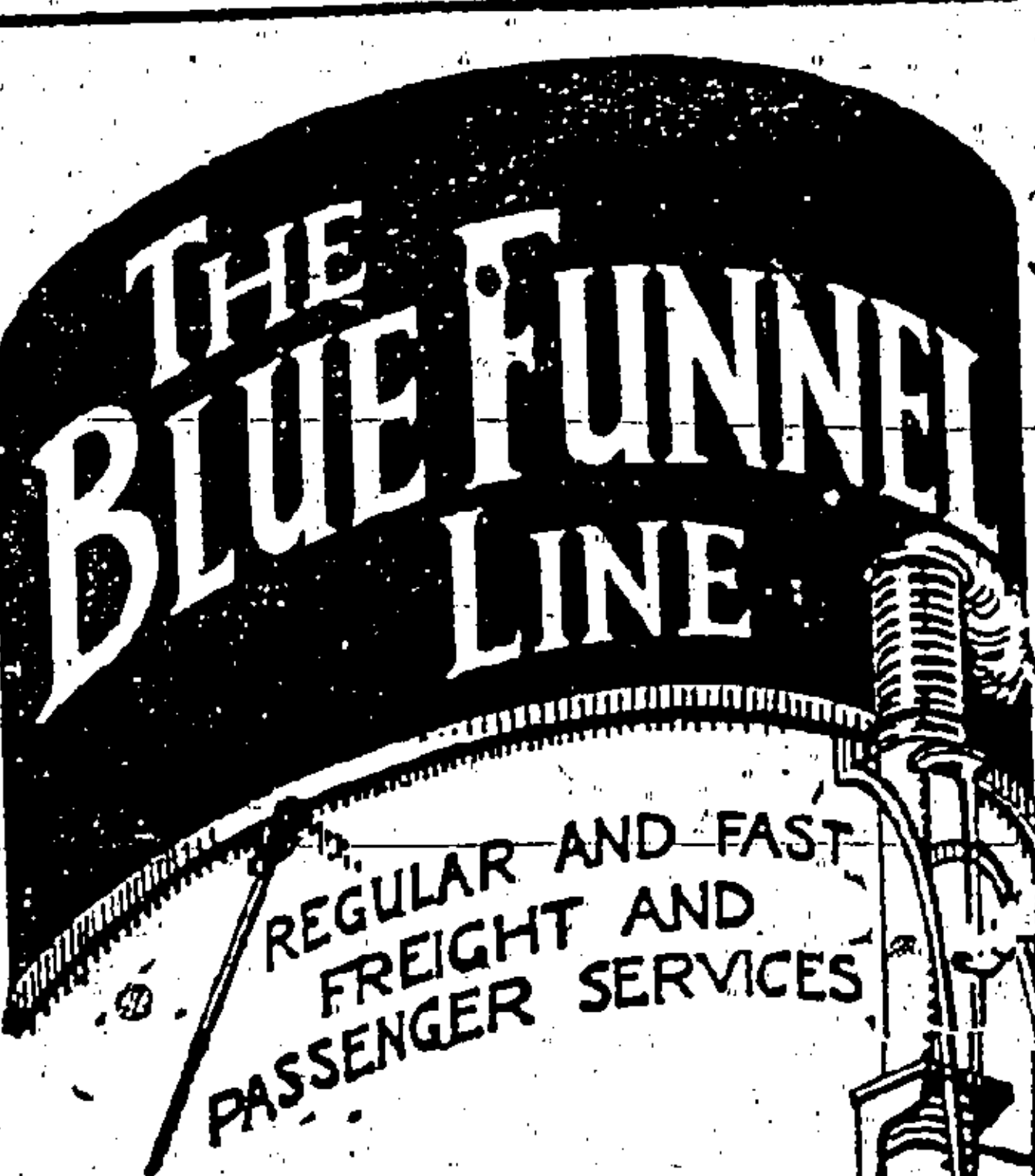
LONDON BANKERS:—THE NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN, Acting Manager.

Printed and Published by OLIVER THOMAS BAKERMAN, for the HONGKONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hongkong. London Office: 121, Fleet Street, E.C. 4.



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE.

"AUTOLYOUS" 10th Aug. Maru, L'Idon, B'dam. & Hamburg.

"ASPHALION" 24th Aug. Maru, L'Idon, B'dam. & Hamburg.

"BARPEDON" 8th Sept. Maru, L'Idon, B'dam. & Hamburg.

"HELENUS" 21st Sept. Maru, L'Idon, B'dam. & Hamburg.

LIVERPOOL SERVICE.

"EUBYADES" 20th Aug. Genoa, Havre, Liverpool & Glasgow.

"ANTIOCHUS" 20th Sept. Genoa, Havre, Liverpool & Glasgow.

"ATREUS" 20th Oct. Genoa, Havre and Liverpool.

PACIFIC SERVICE.

(via KORE & YOKOHAMA)

"TYNDAREUS" 7th Aug. Victoria, Vancouver & Seattle.

"PROTESILAUS" 28th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DEUCALION" 27th Aug. New York, Boston & Baltimore.

"ANTIOCHUS" 10th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"BARPEDON" 6th Aug. at 4 p.m. for Shanghai.

"BARPEDON" 8th Sept. Singapore, Marseilles & London.

"PATROCLOS" 20th Oct. Singapore, Marseilles & London.

"ANTIOCHUS" 15th Nov. Singapore, Marseilles & London.

"HECTOR" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire, Agents.